

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number

Uniformity of
Trade Rules

Carriers Forbid Use
of Bisulphide in Cars

File Overcharge Claims
Before Dec. 7

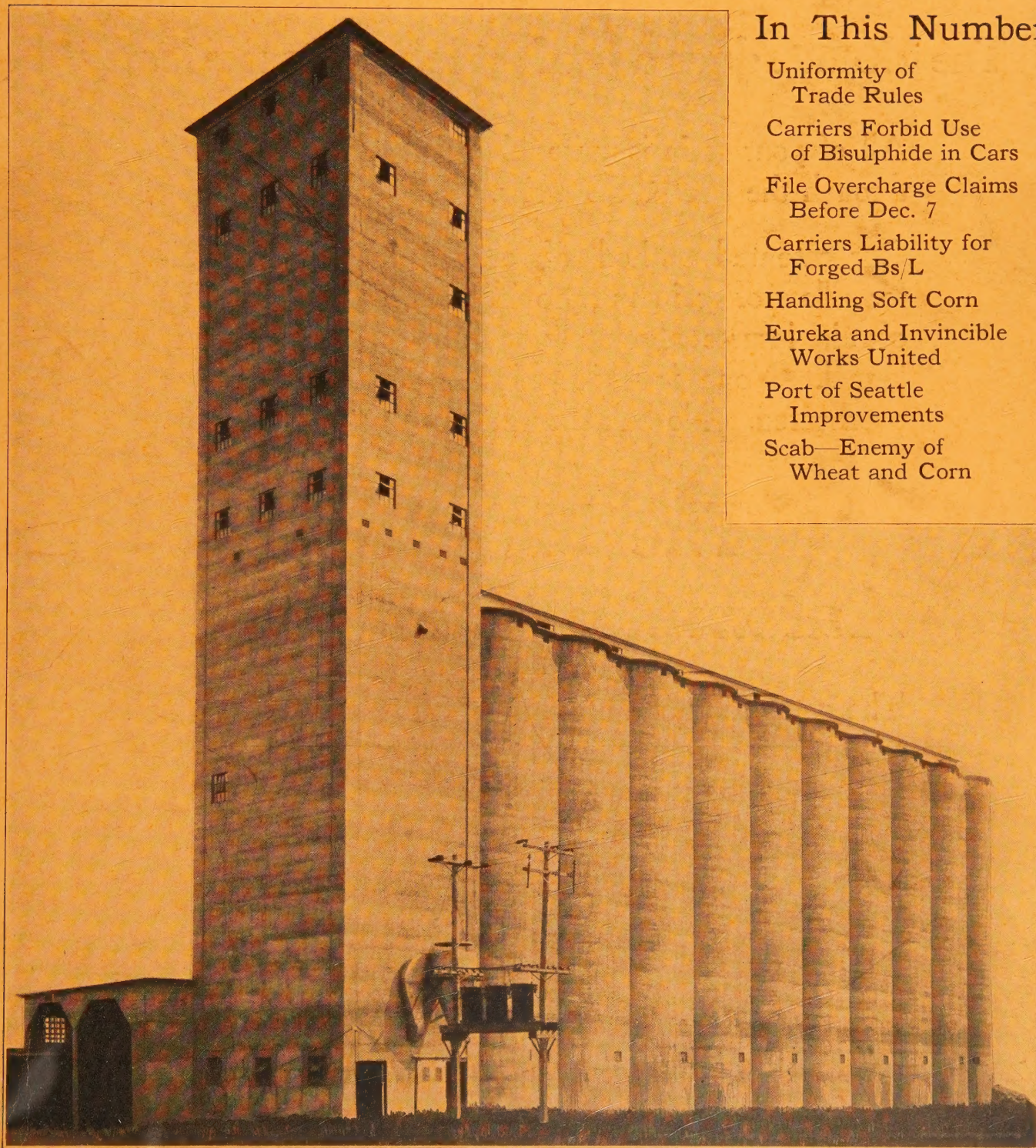
Carriers Liability for
Forged Bs/L

Handling Soft Corn

Eureka and Invincible
Works United

Port of Seattle
Improvements

Scab—Enemy of
Wheat and Corn



Reinforced Concrete Elevator of Kimbell Milling Co. at Fort Worth, Tex.
(For Description See page 544.)

Dry Your Wet Grain Uniformly!

The MORRIS does a perfect job—*automatically!*

All of your grain is uniformly dried when you run it through the MORRIS Drier.

Our patented method of obtaining a steady, uniform flow of grain and providing an even distribution of air insures absolutely uniform drying of every kernel. None is under-dried—none is parched or overheated. No baked smell!

The MORRIS *Automatic Grain Drier*

The gates open and close automatically. The mechanism is set by simply turning a time screw. Constant attention is unnecessary.

Write for full information and list of users.

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Haym & Co., H. M., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.

Grain Marketing Co., grain merchants.
Davis, Inc., A. C., grain.*
Globe Elevator Co., receivers and shippers.
Great Lakes Grain Co., Inc., receiving and forwarding.
McKillop, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*
Watkins Grain Co., grain commission.

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, receivers and shippers.*
Piper Grain & Mfg. Co., receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Clement, Curtis & Co., members all exchanges.*
Dole & Co., J. H., grain and seeds.*
Grain Marketing Co., grain merchants.
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Runsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.

Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*
*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.

Anderson Co., D. L., grain dealers.
Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.

Caughey-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney-Muchmore Grain Co., recvrs., shprs., consignments.
Grain Marketing Co., grain merchants.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GALVESTON, TEX.

Texas Star Flour Mills, flour and corn millers, exptsr.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, recvrs.-shprs.
Collingwood-Moore Grain Co., receivers and shippers.
Gano Grain Co., wheat, corn, sorghums.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consignments, country run grain.

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., receivers and shippers.*
National Elevator Co., grain merchants & comm.*
Montgomery & Tompkins, receivers and shippers.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Grain Marketing Co., grain merchants.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Uplake Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Franko Grain Co., The, grain and feed.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBudde Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Itasca Elevator Co., grain merchants.
Malinquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Grain Marketing Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Marshall Grain Co., grain, feed, seeds.*
McManus Gr. & Feed Co., W. F., wh., corn, oats, mfeed.
Okla. City Mill & Elvtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

RICHMOND, VA.

Grain Exchange Members.

Morris & Co., C. F., grain, feed, hay, flour brokers.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEX.

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingsuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whlse, grain, hay, mill feeds.

SIoux CITY, IA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.
Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
Wallingford Bros., milling and export wheat.*
Wichita Terminal Elvtr. Co., general grain and elvtr.*

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

* Member Grain Dealers National Association.

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Members

KANSAS CITY

Board of Trade
Members

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Consignments
and Futures
46 Years

B. C. Christopher & Co.

KANSAS CITY, MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

Scouler-Bishop Grain Co.

CONSIGNMENTS - Kansas City - Omaha

SHANNON GRAIN COMPANY

CONSIGNMENTS

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Real
Service

We Handle Consignments

S. H. Miller Grain Co.

Kansas City

Missouri

Rocky Mountain Grain & Com. Co.

Consignments

Simonds-Shields-Lonsdale Grain Co.

QUALITY and SERVICE
Kansas City, Missouri

A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited
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OATS. BARLEY
CONSIGNMENTS
MILL ORDERS

CONSIGN

Ernst-Davis Com. Co.

Kansas City

SPECIAL ATTENTION
GIVEN TO FUTURES

MEMBERS

Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

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Buffalo is the natural destination of Grain Shipments from Ohio, Indiana and Eastern Illinois, because of its location and position on lake and railroads.

All Western roads converge here, either directly or thru their connections, while all Eastern roads are available, thru trunk lines and connections.

Buffalo has a weighing and inspection department unexcelled for promptness and efficiency. It has a strong and active Exchange, promoting fairness and safeguarding the interests of the shipper. It is fortunate in the abundance and excellence of its elevator and storage facilities. Modern equipment means rapid and reliable handling of grain for transfer.

Send your grain shipments to Buffalo in care of any of the following firms:

Quisenberry Feed Mfg. Co.

Quality Poultry, Dairy and Stock Feeds

Grain Marketing Co.

Grain Merchants

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Grain Commission

Globe Elevator Company

Receivers and Shippers

J. G. McKillen, Inc.

Receivers and Shippers

Pratt & Co.

Receivers and Shippers

Seymour-Wood Grain Co.

Consignments

Sunset Feed & Grain Co., Inc.

Receivers and Shippers

The Townsend-Ward Co.

Grain Merchandising and Consignments

Watkins Grain Co.

Consignments only

S. M. Ratcliffe

Commission Merchants—
Consignments

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MARFIELD GRAIN CO.

MINNEAPOLIS, MINN.

Receivers and Shippers

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity

**The VAN DUSEN-
HARRINGTON CO.**

MINNEAPOLIS

DULUTH

Cereal Grading Co.

GRAIN MERCHANTS

We buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

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Operators of Elevator "R"

Chamber of Commerce
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CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

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DELMAR COMPANY

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Shippers of

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Milling Wheat and Buckwheat
Ask for Samples and Prices

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

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Special Wire and Salesman Service

LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

166 W. Jackson Blvd. Chicago, Ill.

PHILIP H. SCHIFFLIN & CO.
Grain Commission

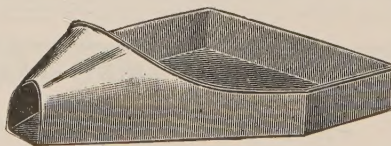
49 Board of Trade CHICAGO

CARHART CODE HARWOOD CO.
Grain Commission

Board of Trade CHICAGO

"Since 1873"
J. J. BADENOCH CO.
BUYERS and SHIPPERS of all kinds of
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MILL FEEDS and CONCEY. RATES
CONSIGNMENTS SOLICITED
400 N. UNION AVE. CHICAGO, ILL.WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY
Especially Consignments
GRAINS ALL WAYS
McKENNA & DICKEY
60 Board of Trade, ChicagoChicago Grain & Salvage Co.
Dealers in
SALVAGE GRAIN
GRAIN, FEEDS, Etc.
Write or Wire
930 Postal Telegraph Bldg. CHICAGOThere is no better time to adver-
tise than the present. Better
start before your competitor.
Write the JOURNAL today.**BARTLETT FRAZIER Co.** GRAIN MERCHANTS
Western Union Bldg.
CHICAGO**Clement Curtis & Co.**The Rookery Bldg., Chicago
Members of all principal Exchanges.
Private wire service to all leading cities
in this country**Harris, Winthrop & Co.**
1 Wall Street, New York
The Rookery, Chicago
GRAIN COMMISSION
Members of Principal Exchanges**HITCH & CORDER**COMMISSION MERCHANTS
Members Chicago Board of Trade
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.
Tel. Wabash 6584**LOGAN & BRYAN**
BROKERSStocks, Bonds, Cotton, Grain, Copper
Sugar, Cotton Seed Oil, Provisions
Private Wires Atlantic to Pacific
1-2-5 BOARD OF TRADE CHICAGO
Branch Office, Congress Hotel

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANYRECEIVERS AND COMMISSION MERCHANTS
327 South La Salle Street CHICAGO, ILL.**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO**GRAIN SAMPLE PANS**Made of sheet aluminum, formed
by bending, reinforced around top
edge with copper wire. Strong, light
and durable. The dull, non-reflecting
surface of the metal, which will not
rust or tarnish, assists the user to judge
of the color and detect impurities.
Seed Size, 1½x9x11", \$1.65.
Grain Size, 2½x12x16½", \$2.00.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.

GRAIN MARKETING CO.Members of
Leading Exchanges

Grain Merchants and Elevator Operators

WITH GENERAL OFFICES AT

208 South LaSalle Street, CHICAGO

HAS ACQUIRED THE BUSINESS OF

Armour Grain Company

Rosenbaum Grain Corporation

Rosenbaum Brothers

Davis-Noland-Merrill Grain Co.

We Solicit Shipments of Grain to

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St. Louis

Kansas City

Milwaukee

New York

Galveston

Minneapolis

Ft. Worth

Toledo

Buffalo

Norfolk

The Executives of the Acquired Companies Have Been Retained as Managers

Specialists in Milling Wheats.

Manufacturers of the HIGHEST QUALITY of POULTRY—DAIRY—HORSE—HOG FEEDS

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CHICAGO

Board of Trade
Members

RUMSEY & COMPANY

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

J. C. SHAFFER GRAIN CO.

Grain Merchants

111 W. Jackson Boulevard

Chicago, Ill.

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

THOMSON & McKINNON

BROKERS

Chicago Indianapolis New York
Kansas City Toledo Philadelphia

Members of All Leading Exchanges

Facts or Figures Relative to Securities or
Commodities Cheerfully Supplied.

WANT HELP?

Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

E. W. BAILEY & CO.

Commission Merchants

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS

72 Board of Trade, CHICAGO

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

We Want Your
Business
Ask for Our Prices

The A. J. Elevator Company
ST. JOSEPH, MO.

Hard and Soft Wheat
Corn and Oats
Write, Wire or Phone Us

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS

ST. JOSEPH, MO.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG

ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

St. Louis

New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

MARTIN & KNOWLTON

GRAIN CO.

SUCCESSORS TO

GOFFE & CARKENER CO.

Receivers and Shippers

St. Louis, Mo.

G

MARSHALL HALL GRAIN COMPANY

HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT

ST. LOUIS
ST. JOSEPH

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

Powell & O'Rourke

Grain Company

Operating Brooklyn St. Elevator.
Buyers and Sellers of Corn

846 Pierce Bldg.

St. Louis

"We Ship What We Sell"

DENVER

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.
Wholesale Grain and Beans.

The Summit Grain Co.
Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

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The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

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Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

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Baltimore Grain Co.
Receivers & Exporters
Baltimore Maryland

Established 1900
G. A. HAX & CO.
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There is a great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE.

H. W. DEVORE & CO.
1887 Toledo, Ohio 1924

J. F. ZAHM & CO.
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Your consignments and orders for futures solicited in either
GRAIN OR SEEDS
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Clover Seed
International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor
C. A. KING & CO.
Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
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We make track bids and quote delivered
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Peoria, Illinois

Handling Grain on Commis-
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W. W. Dewey & Sons
COMMISSION MERCHANTS
33-35 Board of Trade
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A complete record of C. N. D. or
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Each sheet is headed "Board of Trade
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day 192...." Columns are pro-
vided for three Wheat options, three
Corn, three Oats, three Rye and two
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309 South La Salle St. Chicago, Ill.

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HAY, GRAIN AND MILL FEED
Advances on Consignments—Carloads Only

Want an Elevator?

Then consult the "Elevators
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of the Grain Dealers Journal.

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Wabash Building
*Modern elevator facilities
at your command.*

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Receivers and Shippers
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Good Milling Wheat
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510-511 Grain Exchange SIOUX CITY, IOWA
General Grain and
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USE US

Send Your Offerings to
JOSEPH A. ABEL
GRAIN BROKER
D4 Produce Exchange New York, N. Y.

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the grain shippers. Tell them so.
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reaches them.

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M. B. JONES & CO.
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Every Car Gets Personal Service
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WRITE US YOUR OFFERS

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Eighth Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions
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Largest and most complete car load reduction table ever published. RANGE—Oats and Cotton Seed (32 lbs.), 8 tables, from 20,000 to 107,950 lbs. Malt (34 lbs.), 5 tables from 20,000 to 74,950 lbs.

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Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,950 lbs.

Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,950 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black.

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A GIGANTIC merger, world wide in its scope and influence and of interest to every grain dealer—is the consolidation of the two most prominent grain and seed cleaning machinery establishments in the world. S. Howes Co., Inc., builders of the

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The consolidation of the Howes and Invincible concerns was effected for purely economic reasons—to give the buyer of grain cleaning machinery still better value than he has had in the past



S. HOWES CO. Inc.

*Est 1856
Successors to*

Invincible Grain Cleaner Co.

SILVER CREEK, N.Y.





Established in 1896
25,000
Satisfied Customers

Big Family!

at no higher cost. By merging their interests, operating expenses will be reduced to a minimum, and the buyer of grain cleaning machinery will get the benefit.

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S. HOWES CO. Inc.

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Successors to
Invincible Grain Cleaner Co.
SILVER CREEK, N.Y.



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KEEP up the Christmas Spirit with a message of cheerfulness, do it with holiday greeting cards.

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Mixed cars of all grades

MYLES MEDIUM salt is especially prepared for the elevator and farm trade. We guarantee it not to cake or harden under any climatic conditions.

MYLES FARM SALT is a new development following years of experience in grinding pure salt. For meat curing and the fullest approval of your farm customers it is without an equal.

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SALT BLOCKS pressed from the same high standard MYLES SALT and just as clean and white as you would serve on your table.

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HIGBIE SALT CO.

360 N. Michigan Ave. Chicago, Illinois

The Standard Grain, Seed and Bean Cleaners

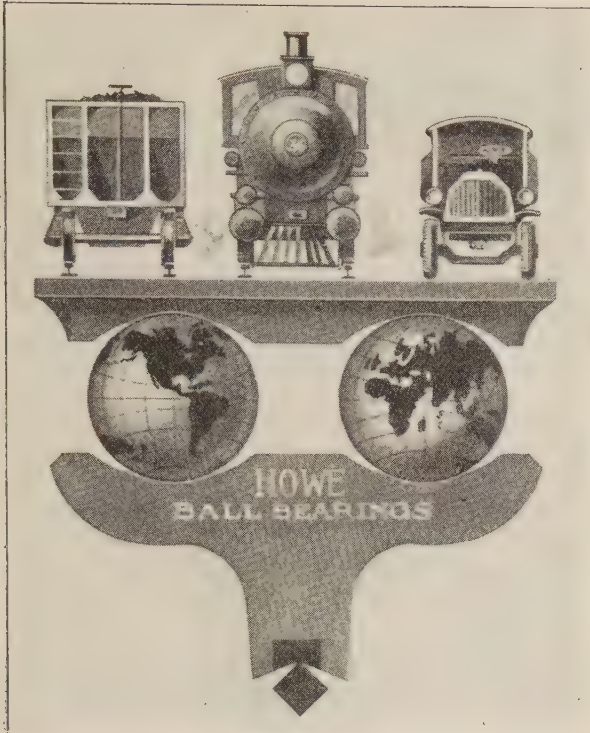
By nearly two decades of successful manufacturing have proven satisfactory in every installation.

Some Points of Merit:

Automatic Traveling Brushes under screens
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Very light running.

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is checked on scales at some stage of its production or in marketing. Is it any wonder then that the dividend collecting grain elevator operator is demanding quality when purchasing this most essential and important equipment?

Howe Scales are in use at thousands of grain stations throughout the United States. No grain elevator is complete without Howe Scales. The accuracy demanded in present day grain marketing is best met with Howe Scales.

The simplicity of the design, construction, installation, operation and maintenance of Howe Scales has made them the scales preferred by grain elevator operators and grain elevator engineers.

Howe Scale Engineers are at your service. We maintain engineering and service departments at all of the branch offices listed here with the idea of helping elevator superintendents solve their weighing problems.

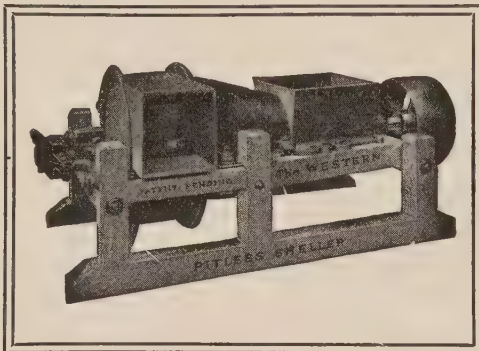
We have published a new booklet, "*The Use, Abuse and Proper Care of Scales.*" It is yours for the asking.

HOWE SCALE CO.

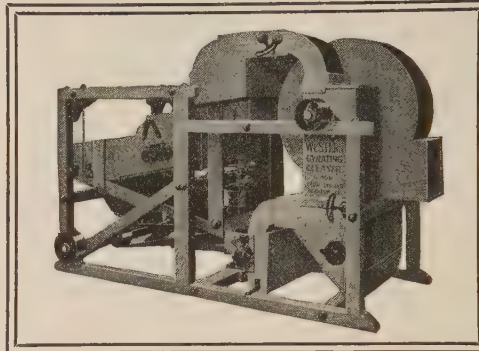
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WESTERN

Grain Elevator Machinery Shellers and Cleaners



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A positive method of wiping out rats and mice. Tried and tested under desperate conditions by mills, grain dealers, wholesale grocers, meat packers, large industrial institutions everywhere. Remarkable results. PEERLESS TRAPS displace expensive fumigation as the only method heretofore approaching satisfactory extermination.

SELF-SETTING, CATCHES, KILLS AUTOMATICALLY WIPE-OUT CAPACITY

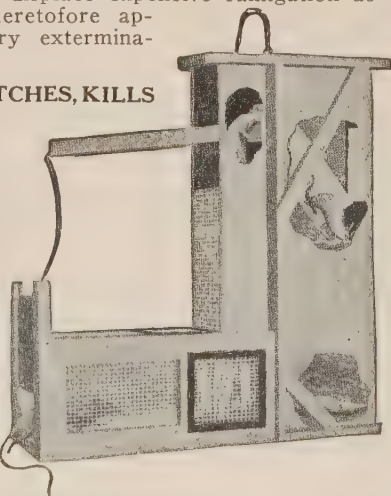
Automatic in operation—self-setting. Both catches and kills. Capacity unlimited. Single trap has caught and killed thirty in single night. Each rodent sets trap for follower.

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A postcard will bring you more complete particulars. Write today.

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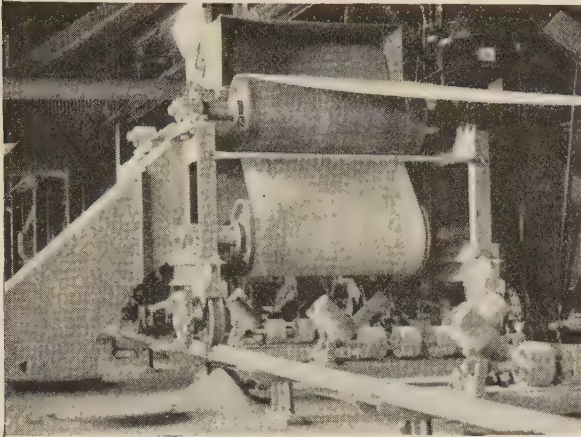
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
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Boots	Oat Crusher
Buckets	Pneumatic Conveying Equipment
Car Liners	Portable Elevator
Car Loader	Power { Oil Engine
Car Mover	Gas Engine
Car Puller	Motors
Car Seals	Power Shovel
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Dump	Separator
Dust Collector	Sheller
Dust Protector	Siding-Roofing { Asbestos
Elevator Brushes	Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Speed Reduction Gears
Feed Mill	Storage Tanks
Fire Barrels	Spouting
Fire Extinguishers	Testing Apparatus
Friction Clutch	Transmission Machinery
Grain Driers	Transmission Rope
	Waterproofing (Cement)

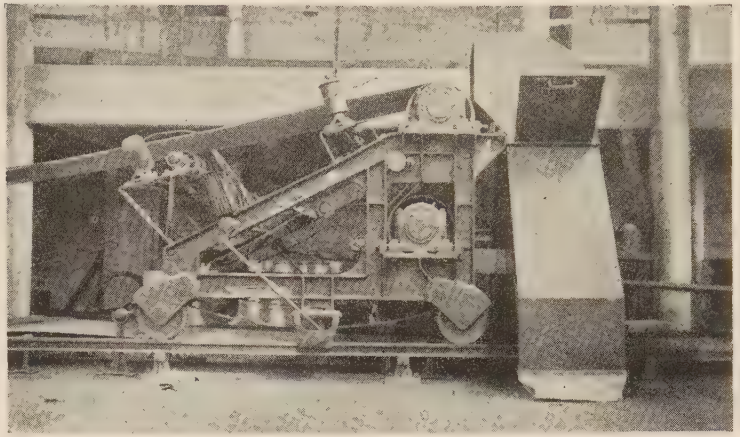
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago



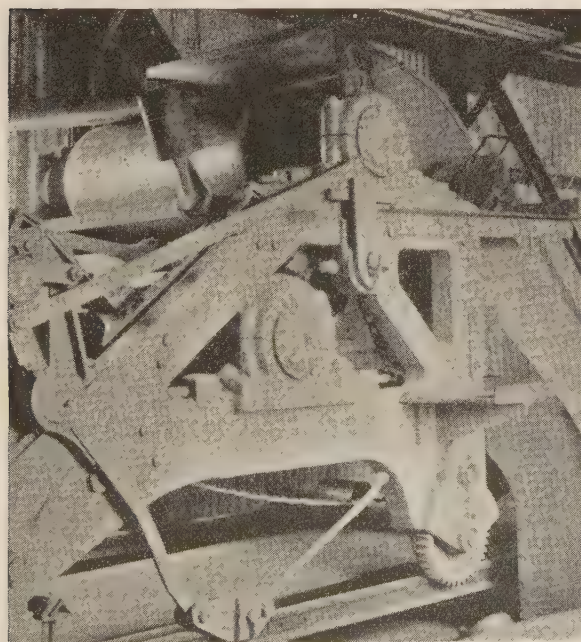
One of 7 Hyatt equipped trippers in operation at the Superior Elevator, Buffalo, N. Y.



One of 12 Hyatt equipped trippers in operation at Vancouver Harbour Commissioners' Elevator No. 2.



Hyatt equipped four pulley reversible tripper for Baltimore and Ohio Locust Point Elevator. 23 Hyatt equipped trippers are operating in this elevator.



One of 18 Hyatt equipped trippers in operation at Montreal Harbour Commissioners' Elevator No. 3.

Hyatt Equipped Trippers In Elevators of World's Largest Grain Shipping Ports

IN Baltimore, Buffalo, Chicago, Montreal and Vancouver are many of the world's largest and most modern grain elevators. Hyatt bearing equipped trippers have earned the stamp of approval in these elevators and their record of service has been responsible for their use in many other installations.

Hyatt roller bearings have been selected for this application because:

The loads carried by tripper pulleys make the use of dependable bearings a necessity to continuous operation.

The true rolling motion of Hyatt bearings reduces friction to a minimum and their positive oiling action insures that all bearing surfaces are properly lubricated.

Absence of plain bearing friction results in cool running and eliminates a fire and dust explosion hazard.

|| A new 24 page engineering bulletin entitled, "Hyatt Roller Bearings for Conveyors", illustrated with designs and photographs, is now ready for distribution. Write for a copy. ||

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CLEVELAND MILWAUKEE



HYATT ROLLER BEARINGS FOR BELT CONVEYORS

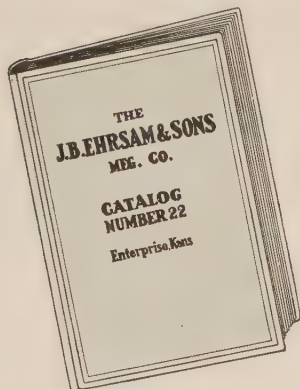
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The Big "Ehram" Plant located in the Heart of the Wheat Growing Country is particularly equipped to give you quick service in the supplying of Elevator Supplies—either new equipment or repairs and replacements to old. Established since 1872—the Reliability and Durability of "Ehram" Equipment has never been questioned.

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MOHAWK



RUBBER BELTING

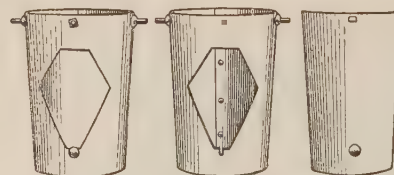
For many years the Standard Belting for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia, San Francisco Seattle

Kewanee RENEWABLE Grain Spout BOTTOM



Don't discard entire spouts, or sections because of small holes. Use a Kewanee Renewable Bottom Spout and when the bottom wears simply slip in a new one which costs only about 37½ cents for the 8" size and smaller. A Kewanee costs a little more than ordinary spouts but outwears a dozen of them.

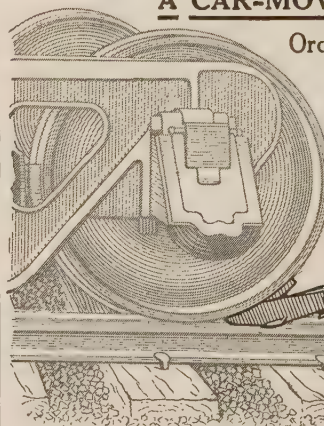
With a pair of pliers you can instantly slip in a new Kewanee bottom—made from tough, special analysis steel. A square shouldered bolt with a square hole in the renewable bottom, prevents the nut from turning. This bolt, and a large oval-headed rivet that slips into a slot holds the bottom firmly in place. The grain cannot wear off the rivet for the hole in the bottom is countersunk and the rivet is then beaded into it.

Kewanee Implement Company

Order One on Trial
We will ship you a Kewanee Grain Spout. Use it a month, six months—a year. If you're not satisfied return it and we will refund your money. All we need know is the outside diameter, or outside rectangular measurements of your down spout, and length of spout wanted.

343 Commercial St.
KEWANEE, ILLINOIS

A CAR-MOVER WITH THE "PUSH"



Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from
your dealer

The New Badger
ADVANCE
Car-Mover Co.
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Look for the word
"New Badger"—it
identifies our product



In the Grain Industry

Accurate weighing service for motor trucks is essential in buying—in selling—grain. If Type “S” Scales will help you reduce error and expense, you want to know it. Send for story of the development of the Type “S” Scale and full specifications. Use the coupon.

Years of Scale Service *prove* Type “S” Superiority

Type “S” Scales have proved their superiority in what is perhaps the most severe scale service known—the railway field. Picture the tremendous loads, the exposure to weather, the jar and shock of switching.

And here you will find the Type “S” is supreme. It can be installed easily, economically—it operates with less attention, it is quickly adjusted—it *does* stay accurate.

The same story of success has been repeated in the strenuous duty demanded of Grain Hopper Scales.

Today, this proved design is offered you in the next smaller line—the Auto Truck Scales. Large-volume business and modern machine tools make this possible. Why not get the benefit of this superior design for this heavy-duty service? Mail the coupon.

FAIRBANKS SCALES

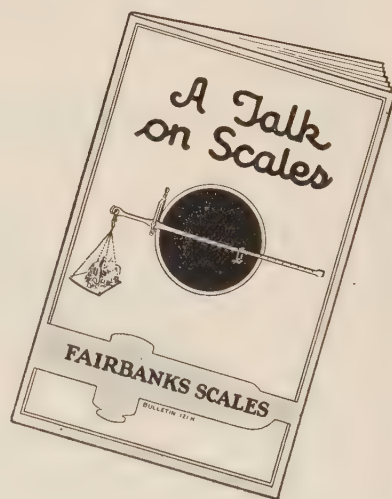
NEW YORK

Broome and Lafayette Streets

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and forty other principal cities in the United States



FAIRBANKS SCALES, 900 South Wabash Avenue, Chicago.
FAIRBANKS SCALES, Broome and Lafayette Streets, New York, Dept. S. C10.
Please send your booklet, “A Talk on Scales,” also Type “S” specifications and full information about the economy of Type “S” Scales in weighing motor trucks.

Name

Address

Mail the coupon to the most convenient address.

American Loading Spouts

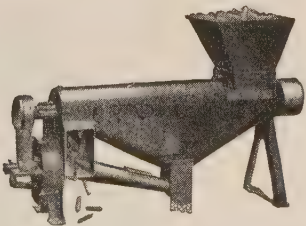
are made of tough, wear-resisting steel. Each section has 4 lugs so that it can be turned when worn without dismantling the entire spout.

We make this spout in 14 and 16 gauge, round or square head, any diameter or length required.

Immediate shipment
from Omaha

4 Lugs
Sections are
turned without
dismantling
spout

**AMERICAN
MACHINERY & SUPPLY CO.
OMAHA**



FAITHFUL PERFORMANCE!

Interesting news from H. P. Hawkins, miller, and grain dealer in Kentucky:

"We have had one of your TRIUMPH Corn Shellers in use about twelve years and in the meantime bought a four hundred dollar sheller which is now in a corner of our warehouse covered with cobwebs, and we are again using our TRIUMPH because it will shell more corn in thirty days than the other, as the latter is out of commission 75% of the time. If we wanted a thousand bushel capacity we would simply add more TRIUMPHS."

Let us tell you more about it. Ask
for the descriptive bulletin.

THE C.O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Humphrey Elevator

A Safety Belt Employees Carrier

To Invest In A Humphrey PAYS!

IN theory, all belt service elevators give valuable service. But to be really profitable an employees elevator

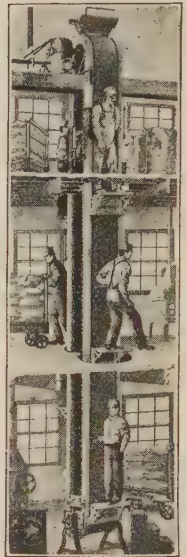
- must be on the job every day in the year
- must be economical to operate
- must continue to give this kind of service year after year.

The Humphrey is noted for fulfilling these requirements. Used by the Washburn-Crosby Co., The Postum Cereal Co., the Sperry Flour Co., and other leading mills throughout the world.

Consult us on your requirements.

Humphrey Elevator Co.

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There is ONLY ONE GENUINE Humphrey Elevator

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. **Order Form 23. Price, \$4.50.** Weight, 6 lbs.

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

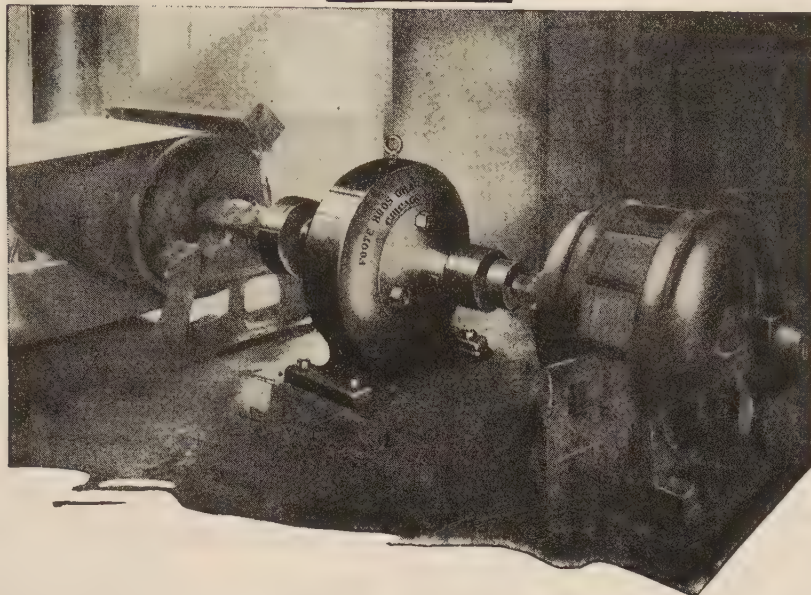
Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. **Order Form 24. Price \$4.00** Weight, 5 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



Motor and Foote IXL Speed Reducer operating belt conveyor.

FOOTE BROS. IXL

Speed Reducers

Give Better and Longer Service

Companies large and small are rapidly discarding open drives such as belting, chains, open gearing, ropes, etc., as a means of reducing the speed of motors and delivering the power to their equipment. These old-type drives are being replaced with Foote IXL Speed Reducers.

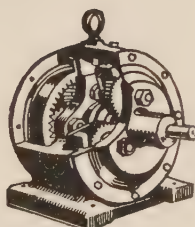
Unlike open drives, IXL Speed Reducers are not subject to undue wear and lost power caused by dirt, grit, slippage and improper lubrication. They give better and longer service.

IXL Speed Reducers are used on all types of conveyors, agitators, water screens, elevators, stokers—in fact wherever a reduction of motor speed of three to one or more is required.

Let Foote Engineers Help You

Foote Engineering Service is yours to use freely and without obligation. Submit your problems.

Send for Speed Reducer Book



IXL Spur Gear Reducer

We Manufacture
Cut Gears of All Kinds
Micarta Pinions
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Flexible Couplings
Gear Racks
Speed Reducers
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Send for Free IXL Gear Book

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252 North Curtis Street, Chicago, Illinois

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Kindly send the Foote IXL Speed Reducer book without obligation. **B-24**

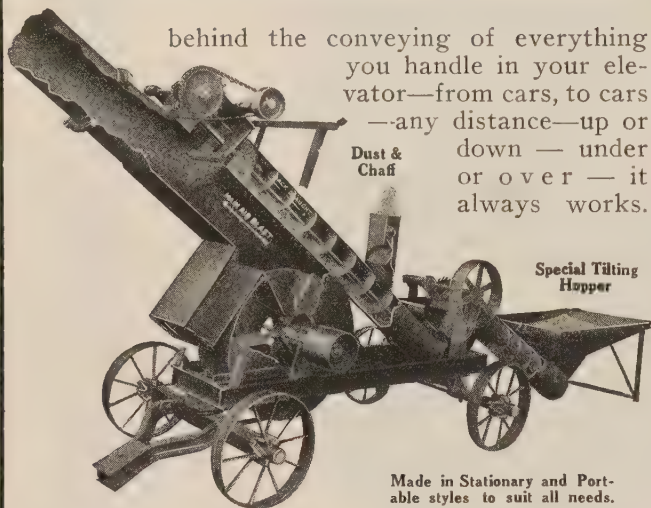
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Put this
BERNERT
Grain Blower and Conditioner



behind the conveying of everything you handle in your elevator—from cars, to cars—any distance—up or down—under or over—it always works.

Made in Stationary and Portable styles to suit all needs.

Swift—Automatic—Non-choking

Won't Crack or Injure the Grain.
Removes Dirt and Moisture.
Convenient—Economical in First Cost and Operation
—the Only Right Way.

LET US TELL YOU ALL ABOUT THEM

Bernert Sales Corporation

3805 Center St.

Milwaukee, Wis.

The "Climax" Scoop Truck

Can easily add 25c to 30c an Hour to the value of a man's time who uses it in unloading Coal or Grain from box cars.

Hence, in two weeks' use the Scoop Truck will pay for itself and cost you nothing for its use thereafter.

It will last for years and save the wearing out of a dozen common scoops in doing a like amount of work. Hundreds have tried it and will certify to the truth of these statements. Why not order now and let the Scoop Truck be giving itself to you?

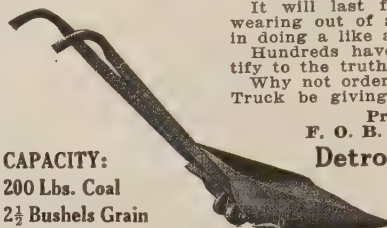
Price \$15.00

F. O. B. Cars at Factory

Detroit Scoop Truck Co.

993 Osborne Place
Detroit, Michigan

CAPACITY:
200 Lbs. Coal
2½ Bushels Grain



Patented



The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

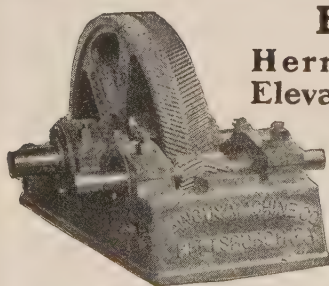
Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

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FAWCUS
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Drives



Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY

Pittsburgh, Penn.

MORSE SILENT CHAIN DRIVES

Transmit power from $\frac{1}{4}$ to 5,000 H.P., with positive speed ratio, 98.6% constant efficiency, quiet operation at all speeds, any convenient distance between sprocket centers, occasional lubrication, long life, low upkeep cost. Unaffected by heat, cold or moisture.

MORSE CHAIN CO., ITHACA, N.Y.

Consult the Morse Engineer in Your Territory

Atlanta, Ga.	Cleveland, Ohio	Philadelphia, Pa.
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Ask for catalogs

Charter Type R
Charter-Mietz
Oil Engines

CHARTER GAS ENGINE CO.

700 Locust Street

Sterling, Ill.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 So. La Salle St.

Chicago, Ill.

AGRICULTURAL GYPSUM

Tell your farmer friends about it! It increases crops. Carries insect poisons, preserves nitrogen in animal and poultry manure, etc. Write today for valuable book—free!

THE GYPSUM INDUSTRIES
Dept. 94 844 Rush Street Chicago

10,000 SHIPPERS Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus more capacity, lighter draft, longer life.

"I desire to express my appreciation of the long-lasting, trouble-proof grinders. Have used a No. 4 ten years & it less than One Dollar per year for repairs." E. W. Watt, Jacobsville, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

H. P. BOWSHER CO., SOUTH BEND, IND.

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

HELBYSVILLE, IND.

Canadian Factory at Woodstock, Ontario

For whatever you wish to know about equipment or supplies used in or about a grain elevator ask the

Information Bureau

Grain Dealers Journal Chicago, Ill.

How Good Railway Service is Benefiting the Farmers

STRIKING proof of the great value of good and adequate railway service is given by the way this year's grain movement has been handled. The prices of grain began in June to advance rapidly. Between June 2 and October 7 the cash price of wheat in the Chicago market advanced from \$1.10 to \$1.50 a bushel; corn from 77½ cents to \$1.12½; oats from 47½ to 56½ cents; rye from 67½ cents to \$1.31½.

The farmers desired to ship their grain rapidly to take advantage of these rising prices. The railways were all ready to handle the business. They had moved more freight cars to the west last spring for grain handling than ever before. They have kept on moving cars west as fast they have been needed. They have given the farmers the best service in handling grain that was ever known.

Record-Breaking Movement of Grain

In the seven weeks ended September 27 the railroad loaded 460,000 cars with grain and grain products. This is 121,500 more than in the corresponding weeks of 1919; 157,000 more than in 1920; 61,000 more than in 1921; 84,000 more than in 1922, and 87,000 more than in 1923.

The United States Department of Agriculture said in a recent bulletin: "Movement of wheat has been heavy and accomplished with no little credit to the railroads." Eugene Meyer, Jr., Managing Director of the War Finance Corporation, said: "Railroad efficiency in moving the crop has been without precedent."

Good Service Depends on Fair Rates

When people are disposed to criticize freight rates, should they not stop and think that the kind of service the railways can give depends on the rates they are allowed to charge and the earnings they make?

Freight rates were reduced in 1922. There has been a strong demand since then for additional reductions in the rates on farm products. If these reductions had been made, the railways would have been crippled financially. They would not have been able to raise capital with which to buy many new locomotives and cars. They would not have been able to put and keep the locomotives and cars they already had

This is one of a series of advertisements published to give the farmer authentic information about railroad matters. Any questions that you would like to ask will be cheerfully answered. Address:

WESTERN RAILWAYS' COMMITTEE ON PUBLIC RELATIONS

650 Transportation Building, Chicago, Illinois

S. M. FELTON, President,
Chicago Great Western Railroad,
L. W. BALDWIN, President,
Missouri Pacific Railroad,
RALPH BUDD, President,
Great Northern Railway,
H. E. BYRAM, President,
Chicago, Milwaukee & St. Paul Ry.,
W. H. FINLEY, President,
Chicago & North Western Railway,

CARL R. GRAY, President,
Union Pacific System,
J. E. GORMAN, President,
Chicago, Rock Island & Pacific Railway,
HALE HOLDEN, President,
Chicago, Burlington & Quincy Railroad,
C. H. MARKHAM, President,
Illinois Central Railroad,
C. E. SCHAFF, President,
Missouri-Kansas-Texas Lines.

Many New Locomotives and Freight Cars

But the reductions in rates sought since 1922 have not been made. In consequence, the railways have been able to buy large numbers of new locomotives and cars. In the year 1923 and in the first seven months of 1924, they bought 5,145 new locomotives and 271,397 new freight cars. They also spent a large amount of money in improving and increasing the capacity of their tracks and terminals.

These are the things that have made it possible for the railways this year to give the farmers better service than ever before in handling the crops. The benefit the farmers are deriving from this good service is worth many millions of dollars more to them than any reductions of rates that were proposed would have been.

How Good Service Can Be Continued

The kind of service the railways will be able to give the farmers will depend in future, as it has in the past, upon the way they are regulated. In order to continue to give good service the railways must be allowed to charge rates which will enable them to earn enough to pay their operating expenses, taxes, and a fair return on the value of their properties as found by the Interstate Commerce Commission in accordance with the law.

In the year 1923 their operating expenses per mile were 110 per cent more than in 1913 and their taxes per mile 162 per cent more. Rates cannot be safely reduced until operating expenses and taxes are reduced. The Railways for some years have paid more taxes than they have paid in return to their owners.



MILLERS FIND THIS MONARCH

A Big Time Saver--

and a wonderful space saver, too.

It is the Monarch Vertical Batch Mixer, noted for rugged construction, compact design and efficiency as a mixer of dairy feed, scratch grain, chick feed, etc. It is:

**Self Cleaning
Quick Acting
Adaptable to almost any location
Inexpensive to install**

The Monarch Vertical Mixer will enable you to increase your trade by supplying same with balanced rations—It spells—More Profits.

Catalog I F explains this and other Feed Mixing Machinery in detail. Sent on request.

We design, plan and equip Mixed Feed plants complete. Write for information.

SPROUT, WALDRON & CO., 1202 Sherman St., Muncy, Pa.

Chicago Office: 830, 9 South Clinton Street

Kansas City Office: 612 New England Building

THE MONARCH MILL BUILDERS



**PEERLESS OYSTER SHELL
FOR POULTRY** Peerless Oyster Co.
1507 Russell St., Baltimore, Md

Made from FRESH SHELLS Only

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

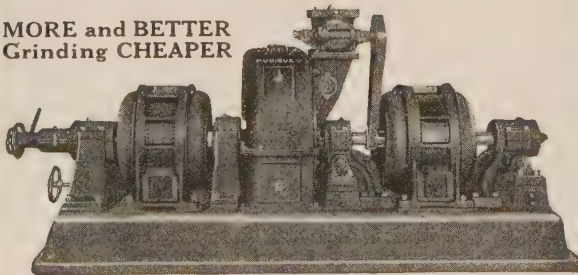


A SOUND INVESTMENT—

Here is a machine that builds up a profitable feed grinding business which turns slack times into busy times—pays the overhead expenses of your mill or elevator—and shows a nice profit.

UNIQUE Ball Bearing Attrition Mill

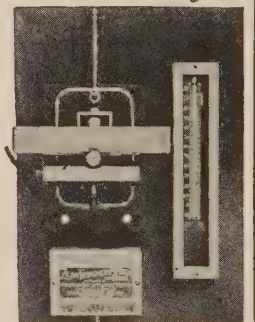
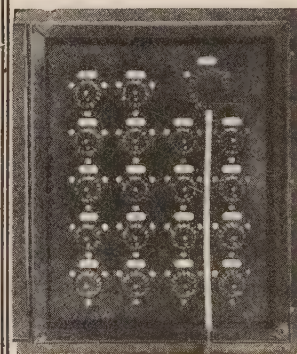
**MORE and BETTER
Grinding CHEAPER**



Install this most modern feed grinder and let your business flourish. A UNIQUE Mill will give you greater capacity—grind a better product—and keep operating expenses lower than any other feed grinder on the market. This is assured by exclusive patented features.

Ask for Catalog No. 12, which illustrates and describes the machine in full. No cost or obligation to you.

ROBINSON MFG. CO.
42 ROBINSON BLDG. MUNCY, PENNA.



The "ZELENY" Protects Your Grain

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works
542 S. Dearborn St. CHICAG

A Few Zeleny Installations

Cargill Grain Co.
Pillsbury Flour Mills
Bartlett Frasier Co.
Updike Grain Co.
Armour Grain Co.
Larabee Flour Mills
New Orleans Public Elevator
Maney Milling Co.
Buckeye Cotton Oil Co.
Red Star Milling Co.

The Bauer

COSTS LESS PER HOUR

"The Mill that Fills the Bill"

Heavy Duty Attrition Mills

Belt and Motor Driven



Accessible Interior Self Trimming Safety Quick Release

The Bauer Ball-Bearing Motor-Driven Attrition Mill

Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG. SPRINGFIELD, OHIO

Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.



1½ Tons Barley or Oats per hour

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6½ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50
Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

Just one hour's work for a Jay Bee

Cutting, smashing, battering their way through whatever material you feed them, the whirling hammers of a Jay Bee Mill give you maximum production. Fifty times in a single second this battery of hammers each with sixteen cutting edges, tears its way through grain or roughage. They will grind anything that grows, and grind it finer per horse power used.

Oats or barley flour, screenings, bran, and other grains can be pulverized to the point where identity is completely lost.

The Jay Bee Mill can be had with direct or belt drive. With either one you get full capacity and a finely ground product.

Write us today for a free demonstration at your mill by our local representative.

BOSSERT CORPORATION - Utica, N. Y.

JayBee

Crushed Grinder Pulverizer

GRAIN ELEVATOR BUILDERS

**A Reduced Cost
of Handling Grain**

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

Younglove Construction Co.
SIOUX CITY, IOWA

THE VALUE**OF AN ADVERTISEMENT**

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

BLOOMINGTON CONST. CO.
Bloomington, Ill.
Engineers and Contractors of
GRAIN ELEVATORS
MILLS AND STORAGE TANKS

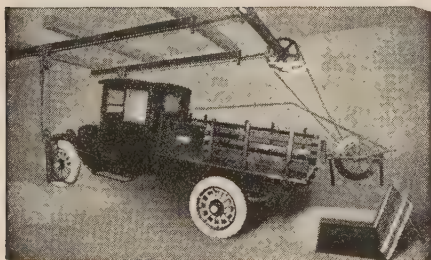
Cable Address "Pilenco"
Charles L. Pillsbury Co.
Minneapolis—St. Paul
Designing and Supervising Engineers
Grain Elevators—Flour Mills—Power Plants

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
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ESTIMATES
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SABETHA KANSAS

J. E. STEVENS
53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

W. C. BAILEY & SON
Engineers and Contractors
Mills, Elevators and Warehouses
Grain Exchange Bldg., Omaha, Neb.

**Mention
This
Journal** When you write to
any of our Adver-
tisers; you'll get a
prompt reply.

**McMillin Wagon and
Truck Dump**

If you are having trouble in dumping long coupled wagons or trucks on your regular type of dump or if you are counting on making any changes in your driveway or sinks investigate this dump, as we believe it will come the nearest filling all requirements in the most practical and economical way, in cost of installing, ease of operation, and amount of power used.

One device will take the place of three or four and will handle any length or kind of vehicle regardless of their capacity.

There are no delicate or short lived parts.

There are no parts to leak or freeze.

Write for circulars and description.

ADDRESS

L. J. McMILLIN
525 Board of Trade Building
Indianapolis, Ind.



A
cyclone
in the
true sense
of the word
has force of
air without any back draft.

**The New "1905"
Cyclone Dust Collector**

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

**It takes only a spark**

—only a spark to wreck the labor of months, only the click of steel on steel to destroy millions of dollars worth of life and property.

Tramp iron has many times been the cause of complete destruction—and tramp iron is sure to turn up in grain.

The cost of protection is so small. Keep it out with Dings High Intensity Magnetic Separator. Not a particle can escape. Get the Dings free bulletin.

Dings Magnetic Separator Co.
642 Smith St. Milwaukee, Wis.

**Dings "High Intensity"
Magnetic Separators**

**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS T. E. IBBERSON CO.

CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durabil-
ity and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

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Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo.

C. T. STEVENS

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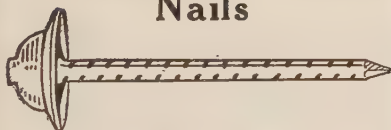
Stevens Engineering & Construction Co., Incorporated

Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

Siding and Roofing

Corrugated or Flat
Galvanized or Painted
Immediate Shipment from Stock

Nails



Write—Wire—Phone

Sied Mtg Warehouse
1449 GENESEE KANSAS CITY, MO.



ELEVATOR SIDING

CORRUGATED SHEET STEEL for
prompt shipment from our well-stocked
warehouses in carloads or less. Our
prices are always right.

NICHOLS

Wire, Sheet & Hdw. Co.

Kansas City, Mo. Joplin, Mo.
Davenport, Ia. Muskogee, Okla.
Ft. Scott, Kans. Tulsa, Okla.
Phoenix, Ariz.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

San Francisco Chicago New York Toronto

D. F. HOAG & CO.

Designers and Constructors of
GRAIN ELEVATORS

Corn Exchange, Minneapolis

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain re-
ceived at a country elevator in a separate column so that the buyer by
adding up columns may quickly determine the number of bushels of
each kind of grain on hand. Columns are also provided for date, name,
gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and
corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon
loads. Weight 2 lbs. 5 oz. Price \$3.00.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



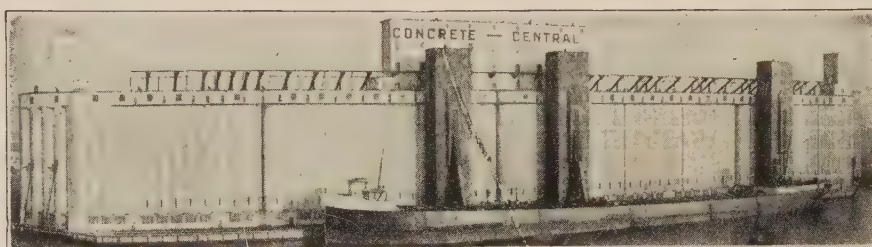
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators.

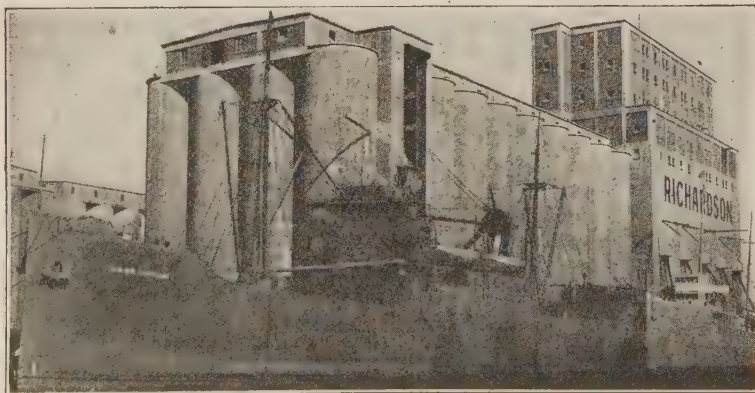
We have built for many of your friends—Eventually we will build for you

Why not now?

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a

Group of Elevators

Built by us at Port Arthur. The group includes elevators for

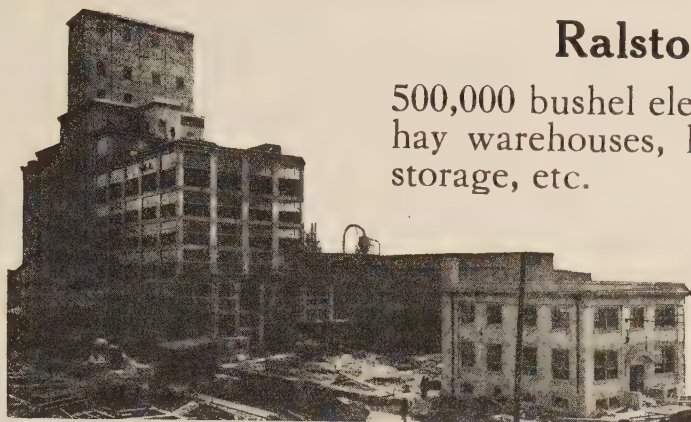
The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Ralston Purina Company

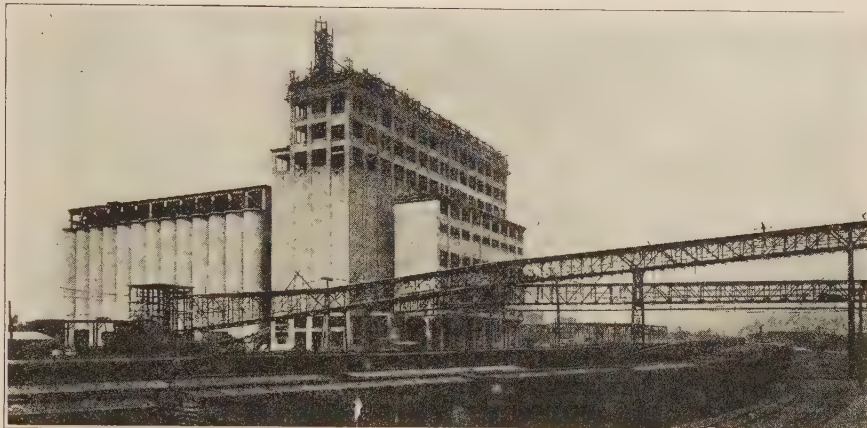
500,000 bushel elevator and mixed feed plant including hay warehouses, hay grinding mill, office, molasses storage, etc.

Designers and Builders

Jones - Hettelsater Construction Co.

*Grain Elevators—Flour and
Feed Mills*

706 Mutual Bldg. Kansas City, Mo.



Terminal Grain Elevator

Capacity 3,800,000 Bushels

for

The Baltimore and Ohio R. R. Co.
Baltimore, Md.

Now under Construction

By

THE **M. A. LONG** CO.

*Engineers and Constructors
Grain Elevator Department*

Baltimore - Maryland

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.

Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

IOWA—20,000 bushel iron clad elevator for sale; feed and coal sheds; main line I. C. R. R. For particulars address 53V24, Grain Dealers Journal, Chicago, Ill.

OHIO—Country elevator for sale; splendid sideline, feed, coal, etc. Best grain producing section of Ohio. Priced right. Address 53V3, Grain Dealers Journal, Chicago, Ill.

NORTHERN IOWA elevator for sale, located in very good town with good territory for business. For terms and particulars address 52J8, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA—Two grain elevators, 15 and 20 thousand bu. capacity for sale. Located at good grain points in the heart of the corn country. Plymouth Mfg. Co., LeMars, Ia.

INDIANA—A 20,000 bushel iron clad grain elevator and retail lumber yard for sale. This property is located in the Corn and Oat Belt of Indiana. Address 53V16, Grain Dealers Journal, Chicago, Illinois.

MISSOURI—Splendid grain elevator and coal business for sale; elevator capacity 21,000 bushels; several other buildings near elevator suitable for mill feeds or poultry. For particulars address 53V1, Grain Dealers Journal, Chicago, Illinois.

WANTED TO SELL 25,000 bu. iron clad elevator, equipped to manufacture corn meal, poultry and dairy feeds rapidly and economically. Good railroad facilities and handling equipment for transit business. Have bumper corn crop to move. Address 53V23, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—Two modern elevators for sale, handling nearly half million bushels grain annually. Good coal business in connection. Elevators, 20,000 and 30,000 bushel capacity, well equipped, in excellent repair. Good competition and territories. Price \$25,000. Address 53V28, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

THE KIRKWOOD GRAIN & SUPPLY CO.
of Kirkwood, Ohio
offers for sale its grain elevator and other property, except accounts and notes receivable, to the highest bidder. Bids will be received until 1:00 o'clock P. M., November 1st, 1924. For further details inquire at the office of the Company at Kirkwood, Ohio, or at the office of Mills & Doorley, Sidney, Ohio.

NORTH CENTRAL KANSAS—80,000 bu. iron clad grain elevator; 5 dump pits; 15 grain bins; 4 legs with moist-proof concrete shoes; shellers, cleaners, etc., all machinery run by electricity; corn cribs and warehouse adjoining; all in good condition and located in the center of the best wheat and corn section on the Rock Island right-of-way with switching facilities connecting with Missouri, Pacific and Union Pacific railways; will sell on most liberal terms allowing the purchaser his own time in which to pay for same, said payments to be based on 1½ cents a bushel on yearly crops passing through the elevator. Can give immediate possession. Chas. S. Gill, First National Bank Bldg., Kansas City, Mo.

ELEVATORS FOR SALE.

FOR SALE—Elevator at Tuttle, Oklahoma. Inquire of the Barteldes Seed Company, Lawrence, Kansas.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauterbrook, 1272 Walnut St., Green Bay, Wis.

ILLINOIS—30,000-bu. elevator in central Illinois for sale; located on the C. & A. R. R. Price \$15,000. Address 53S6, Grain Dealers Journal, Chicago, Ill.

SOME SERVICE to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

MICHIGAN—50,000-bu. elevator for sale on P. M. main line; equipped for handling beans and grain; coal sheds, warehouse, up-to-date office. Will sell complete for \$3,500. A money naker. Write Lewis Cool, Elmdale, Mich.

CENTRAL ILLINOIS—15,000 bu. elevator for sale; on private ground; electric equipment; located on I. C. R. R.; best grain country. Price right; can make terms; possession at once. Write 53R5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA—Elevator on main line road for sale; good proposition for resident owner. Big wheat and oat crop; corn prospect extra good. A money maker. Price \$4,000. Address 53V2, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

OHIO—40,000 bu. iron clad elevator for sale. Good grain territory; 400 car station doing good profitable business; electrically equipped; in good running order; storage for 10 cars of hay, 10,000 bus. of ear corn; best shipping R. R. in Ohio; one competitor. Good reason for selling. Address H. G. Pollock, Middle Point, Ohio.

SOUTHWESTERN OKLA.—8,000 bu. elevator, feed and cornmeal mill, also warehouses of four car capacity. Located in the best farming county in Okla.; population of city 4,000; fine schools and churches. Plant located on paved street and finest trackage in town; only one other elevator in town. Chance for someone to make money. Address AMERICAN MILLING CO., Elk City, Oklahoma.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

N. E. ILLINOIS—Elevator in good grain country; \$5,000. C. J. Meyer, Ogamaw, Ark.

CENTRAL INDIANA—Elevator for sale. Priced right, location considered. Address 53V29, Grain Dealers Journal, Chicago, Ill.

OHIO—Two elevators and coal business for sale, good grain territory, good roads. Address 52F28, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—Modern elevator for sale; in the heart of Corn Belt. Priced right; will give good terms. Address 53V19, Grain Dealers Journal, Chicago, Illinois.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

KANSAS—7,000 bu. elevator on Santa Fe for sale; owner selling account health; doing good business; excellent corn crop; price \$5,000. Address O. D. Amend, Cummings, Kansas.

YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

ELEVATOR FOR SALE OR LEASE.

MONTANA—50,000 bu. elevator in first class condition; leading place of business; handled 160,000 bus. wheat this year. Will sell reasonable. Will also consider leasing to highest bidders. Big warehouse included. Benchland Grain Co. Communicate with W. M. Teslow, Sec. and Treas., Box 267, Roundup, Mont.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATOR WANTED.

WANTED TO BUY—Abandoned elevators, mills, warehouses. Riley Bros., Underwood, Iowa.

WANT TO TRADE a No. 1 farm of 120 acres located in Southern Michigan for grain elevator in same location. Address A. K. Zinn & Company, Battle Creek, Michigan.

BUSINESS OPPORTUNITY

An Old Successful
FIELD SEED BUSINESS
To Lease.

A great opportunity to secure a long established business. For 30 years it has paid good profits every year. It is the only wholesale Field Seed House in Detroit, a city of 1,250,000. A well equipped plant in a splendid location. Will lease for a term of years, including building, machinery, valuable trade brands and good will. If interested advise and we will give further particulars.

CAUGHEY-JOSSMAN CO.
Detroit, Mich.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

FOR RENT.

OUR PLANT which we operated as a feed store for 40 years and until October 1st, 1924. 1923 sales \$175,000.00. Address Conklin & Cummins, Goshen, New York.

MILL AND ELEVATOR FOR SALE

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bushon State Bank, Bushon, Kans., for particulars.

AUCTION SALE

Mill and Elevator

of the

FARMERS UNION CO-OPERATIVE ASS'N.

at

CRETE, NEBRASKA

Nov. 1, 1924, at 1:30 P. M.

Mill is constructed of vitrified hollow tile; 32,000 bushel capacity; structure is three-story; mill capacity 50 barrels daily; equipped with up-to-date feed grinder. Built in 1919.

This mill has an excellent outlet, being located on the main line of the Burlington Railroad, and a branch of the Missouri Pacific Railway.

THIS PROPERTY WILL BE SOLD REGARDLESS OF PRICE.

Terms made known on date of sale.

Farmers Union Co-operative Association of Crete, Nebraska

By order of Board of Directors.

MILLS FOR SALE.

CEREAL AND FEED MILL and produce business; splendid location; rich farming country; right man can make \$350 month. Address Box 501, Washington, Kansas.

BEST FLOUR MILL OPPORTUNITY AVAILABLE.

For sale or exchange at a genuine bargain.

Located in Temple, central Texas, city of 15,000 people, on main lines of M. K. & T. and G. C. & S. F. Railroads, with branch line on Katy to Belton, and branch line on Santa Fe to west Texas and California. Transit privileges on both roads.

Brick mill building, three-stories, on stone basement, with brick warehouse adjoining. Frame warehouse; thoroughly equipped elevator; two steel tanks, each with approximate capacity 55,000 bushels; daily mill capacity 300 barrels flour, and 168,000 lbs. of meal. Plant properly managed and operated will produce one-half to one million dollar business annually.

Wonderful opportunity for party who understands the milling business and has the money and ability to operate it, not only as a milling industry, but as a profitable, wholesale and retail grain business.

Can be bought at a figure far less than its actual value.

Best possible reasons for selling.

P. L. DOWNS,

Temple, Texas.

FEED MILLS FOR SALE OR LEASE

FEED MILL FOR SALE OR LEASE—Will sell or lease feed plant. Excellent concrete building; large warehouses. Located on main line of I. C. R. R., 75 miles north of Memphis. Milling in transit arrangements for south and southeast. Address Dyersburg Milling Company, Dyersburg, Tenn.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

SITUATION WANTED.

WANTED—Position as manager of country elevator. Experienced in grain, retail feed and coal business. Address 53T6, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of elevator; 20 years' experience in the grain business; am a good bookkeeper. Address 53Q4, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of grain elevator by ambitious young married man; six years' experience buying grain. Address 53T11, Grain Dealers Journal, Chicago, Illinois.

WANT position as manager of elevator; 16 years' experience in grain, coal and feed business; can furnish first class reference. Write 53T18, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of Farmers' Elevator or good Line Elevator; 12 years' experience grain and lumber. Address 53V22, Grain Dealers Journal, Chicago, Illinois.

MAN AND WIFE want position as manager and bookkeeper of country elevator; 3 years' experience in grain, feed, flour, etc. Can furnish best of references. Address 53V11, Grain Dealers Journal, Chicago, Illinois.

MAN WITH 24 YEARS' experience in the grain business wants position with some good firm; capable of handling any position; now employed, desires a change. Address 53U4, Grain Dealers Journal, Chicago, Illinois.

YOUNG MAN—College Graduate with 5 years' accounting experience with large Chicago bond house desires connection with grain firm. Salary no consideration, as I want to make the grain business my future work. Write D. Duffey, 1435 E. 60th, Chicago, Illinois.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted! Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Poria St., Chicago.

FUNNY EXPERIENCES

FUNNY STORIES WANTED

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-B."

Three Universal Grain Codes, shelf worn from being used as samples. Slightly worn and soiled. Contains 13,745 code words as well as the latest supplement for U. S. Standards for wheat, corn and oats. Price 50c and postage. Order "Bargain Universal."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled, \$1.75 and postage. Order "Soiled 42."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

MACHINES WANTED.

WANT TO BUY a used Attrition Mill; must be in A No. 1 condition; with electric motors. Write Waldschmidt & Schneider, Metamora, Ill.

MOTORS FOR SALE.

FOR SALE—One 5 H. P., 3 phase, 220 volt, 1800 R. P. M., 4" pulley used electric motor in good condition. F. S. Brooks, Amboy, Ill.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

15-H. P. OTTO GAS ENGINE for sale; in good condition. Address The Farmers' Co-operative Union Ass'n, Barneston, Nebr.

DIESEL OIL ENGINES

For Elevators and Flour Mills,

All Sizes.

ST. MARY'S OIL ENGINE COMPANY

St. Charles, Mo.

MISCELLANEOUS.

NOTE FOR SALE, LIBERAL DISCOUNT

Shipper who billed car grain to a Dallas broker open has a note received in payment which he would like to sell. Need the cash, so will discount liberally. Address Watson, Box 53V14, Grain Dealers Journal, Chicago.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f.o.b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

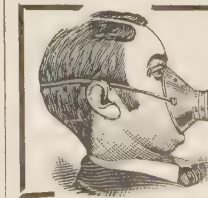
SCALES FOR SALE.

HOPPER SCALES: One insertion sold mine. I made money and saved the purchaser money, so we are both happy—thanks to the Journal.—E. H.

FOR SALE—One 4 bu. Richardson Automatic Grain Scale; good weighing condition. Priced low for quick sale. Address Richardson Scale Company, Wichita, Kansas.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.



DON'T EAT DUST

Gibbs' Patent Dust Protector affords perfect protection with perfect ventilation. Thoroughly tested for years in every kind of dust. Nickel-plated protector \$1.25. Canada \$1.50, post-paid. Circulars free.

GIBBS RESPIRATOR CO.
246 Forest Ave. River Forest, Ill.

MACHINES FOR SALE

FOR SALE—Elevator machinery; steel shafting; pulleys; corn cleaner; 30 h.p. Charter Gas Engine. Riley Bros., Underwood, Iowa.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—Three hundred bushel capacity Hess Grain Dryer. Good condition. Will sell cheap. Write Oatman & Monfort, Cleveland, O.

ATTRITION MILL.

Two—36" Bauer Ball Bearing Attrition Mills, cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ONE EUREKA-ELLIS Grain Drying System, 100 bus. per hour capacity, almost like new for \$450 f.o.b. cars, worth \$2,500. Will pay for installation on first five cars of new corn. The Worley Bros. Co., Bainbridge, Ohio.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

FOR SALE—Complete outfit of machinery for shelling, drying, cleaning and grading seed corn, capacity 60 to 100 bus. an hour. Two hole Eureka corn sheller, manufactured by the Joliet Mfg. Co. Hess Ideal Dryer No. 3. Cracked corn cleaner and grader, manufactured by the Huntley Mfg. Co. 15 h.p. steam engine and boiler, together with an elevating and conveying apparatus to make plant work automatically. Business discontinued—machinery must be sold. Address Suffolk Co-operative Association, Mattituck, New York.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St.

Chicago, Ill.

MACHINES FOR SALE.

BOWSHER 7A Grinder, "as is," \$25.00 f.o.b. depot, St. Maries, Idaho. In good running order, selling account replacing with larger machine. Geo. O'Dwyer, Inc., St. Maries, Ida.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Missouri.

ATTENTION! BARGAIN.

Four—120 bushel Nordyke & Marmon Drier, and Cooler, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

BOSS AIR BLAST CAR LOADER for sale at bargain price for cash; rebuilt; guaranteed as good as new; load cars without scooping. Cannot injure the grain because grain does not pass through fan. Act quickly. Maroa Manufacturing Company, Maroa, Illinois.

FOR SALE.

1—36" by 12" cast iron pulley 2 7/8 bore.
1—36" by 8" cast iron pulley 2 7/16 bore.
1—36" by 8" cast iron pulley 2 1/4 bore.
1—42" by 12" cast iron pulley 2 3/4 bore.
1 No. 1 Wilford three roller mill.
1—9x18 three pair high Barnard & Leas roller mill.
Wm. Ringle and Company, Cambridge, Illinois.

SEEDS FOR SALE—WANTED

FOR SALE—Hog, Early Fortune, Siberian and Common Millet Seed in carload lots. Address Reimer-Smith Grain, Co., Holyoke, Colo.

I HAVE RECEIVED very good results from my ad and will send you some more business when I have seeds to sell. A. J., Holstein, Ia.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quickly by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

GRAIN FOR SALE.

KAFFIR-CANE.

White Kaffir, Red Top or Sumach Cane Seed in carlots. The L. C. Adam Merc. Co., Cedar Vale, Kansas.



HAY SPECIALISTS

statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912.

Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for October 1, 1924. State of Illinois, County of Cook, ss.

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the business manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, Incorporated, Chicago, Ill.

Editor, R. R. Rossing, Chicago, Ill.

Managing Editor, Charles S. Clark.

Business manager, Charles S. Clark, Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

Charles S. Clark, 309 South La Salle St., Chicago.

John Morrell, Elmhurst, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state):
None issued.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other persons, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this 30th day of September, 1924.

JOHN A. AITKINS.

(SEAL) Notary Public.

(My commission expires Nov. 29, 1924.)

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

State.....

SEEDS FOR SALE—WANTED

Field and Grass Seed Trade Directory

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., The, wholesale field seeds.

CHICAGO, ILL.

Barkemeyer Grain & Seed Co., field seed dealers.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA

McGreer Bros., whlse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

COURTEEN Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

The Crumbaugh-Kuehn Co.

We Pay Top Prices for Your Seeds—Your Tracks or Toledo — Send Samples
TOLEDO, OHIO
Samples, Prices and our Market Letter Upon Request—We Deal in Both Cash and Futures.
CLOVER SEEDS
Sweet Clover
Alsike Alfalfa Timothy

BUYERS AND SELLERS

of Grain Elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Crabbs Reynolds Taylor Company CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

NUNGESSER-DICKINSON SEED CO.

New York, N. Y.

BUYERS AND SELLERS
Clover and Grass Seeds

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS

Milwaukee, Wisc.

"THE HOUSE OF QUALITY"

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri



CRAWFORDSVILLE SEED CO. FIELD SEEDS

CRAWFORDSVILLE, INDIANA

BARKEMEYER

Grain & Seed Company
Chicago

SEEDS

Bag Lots or Car Lots

L. Teweles Seed Co.

MILWAUKEE, WIS.

Grass and Field Seeds

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

Cincinnati - - - Ohio

KELLOGG SEED COMPANY

MILWAUKEE, WISCONSIN

FIELD AND GRASS SEEDS

The Stanford Seed Company

(INCORPORATED)

Wholesale Field Seeds

BUFFALO - N. Y.

OCTOBER CLOVER SEED

Circular just issued gives summary of
conditions and trading requirements.
Sent on request

Southworth & Co., TOLEDO
OHIO

"Alive Since 1881"

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

We Buy SEEDS

Fancy New Crop
OATS, MILLET
SPRING RYE
SPELTZ
BARLEY
SWEET CLOVER
TIMOTHY, etc.

Mail Samples
For bids

Sample Bags
Sent on
Request

NORTHROP, KING & CO.

Seedsman - Minneapolis, Minn.

3 MONEY SAVERS FOR YOU

SHAFTENE

Mr. L. A. Henderson, Superintendent of the Horse Shoe Lumber Co., at River Falls, Ala., says, "I can recommend Shaftene to all manufacturers using lubricants as being efficient and a **great saving over either grease or oil.**"

Shaftene is a concentrated lubricant used on line shafting and journals, which feeds in a very unusual way. Because of this patented feed, it can be used for all speeds from 50 R. P. M. to 4000 R. P. M.

You'll never know real lubricating economy until you use Shaftene.

LUBRICENE

"Before we began using Lubricene, we were using each week **six quarts of cylinder oil** and we only use **one quart of Lubricene now.** Our engine is working as smooth as any engine we have ever worked with and the saving on the price of oil is an item that is very pleasing to us." Bell Laundry Co., Knoxville, Tenn.

Lubricene is a lubricant for steam cylinders, engines, steam feeds and other purposes of like character. One pound will last as long as three quarts of cylinder oil—a saving of 25% to 40%. Its use puts real money in your pocket.

RENULIFE

"We have found that Renulife comes up to our claims in every respect and as for economy, it is by far the most economical we have ever used." Okabena Clay Works, Okabena, Minn.

Renulife is a belt preservative which, first of all, preserves the belt and keeps it soft and pliable. It prevents slipping and loss of power. Its use makes a worth while saving in the life of belts.

The coupon below brings prices and other facts about these three money savers. Sending the coupon is the first step in learning the secret of making a real saving in the cost of the operation of your plant.

The Tropical Paint & Oil Company

1228-1270 West 70th St., Cleveland, Ohio

Largest Exclusive Maintenance Paint Manufacturers in the World

MONEY SAVER COUPON

The Tropical Paint & Oil Co.,
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- ☐ Shaftene
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Company

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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, OCTOBER 25, 1924

DOLLAR CORN is said to be bringing joy to Nebraska growers. Feeders are groaning, still they must have the grain.

HAVE YOU a radio receiving set in your office? Do you get the grain markets regularly free of charge? If not, why not?

THE FIRST car of new corn from Kansas received this season at Kansas City, Oct. 24, was graded No. 2. Let us hope the remainder of the crop will grade as high.

JACK FROST gave King Corn an awful chase but the weather man was so considerate that much of the corn which a month ago was considered a minus crop has now matured sufficiently to bring joy to the mixers.

VOTING at the November election is an exercise of the grain dealer's duty as a citizen. The merchant who neglects to vote has only others like himself to thank for the inroads the radicals may make on his business interests.

RATS COLLECT much more from the average elevator operator than does the tax collector. They work night and day and never give a receipt for what they take away. We heard of one central Illinois elevator operator who scorned the proffered service of a professional rat catcher with the statement that there were no rats in his elevator or warehouse. Finally he agreed to pay 50c for each rat caught and killed on his premises. It cost him \$34.50 and although greatly surprised he was glad to pay the bill. The slaughter saved him money.

JAMESTOWN, N. D., is considering a new ordinance which will require scoopers and traveling peddlers to pay a license fee of \$25.00 before they can do business. Many country towns have protected their merchants from these nomadic swindlers by collecting a license fee of \$100.

THE SPREAD between the cash and the May delivery of several grains has made winter storage so profitable that many terminal dealers are chartering lake vessels and leasing old, idle elevators in which to hold grain for spring delivery. Country elevator operators who have ample storage room and facilities for properly caring for grain might find it profitable to keep their storage fully employed throughout the season.

POOL operations on this crop have probably controlled a larger percentage of the wheat than in former years, and if the Sapiro policy of distributing sales over the entire year is being followed, the effect may have resulted in the present high price, of which non-pool growers are taking advantage. The Canadian pool claims to have sold very little; but will the present urgent demand from abroad continue until next spring?

AN EMBARGO is threatened on all railroads of the spring wheat territory unless country shippers cease to rush grain to Duluth and Minneapolis in excess of their handling capacity. Fear of declining markets has caused the shippers to be overly anxious to market their grain and the railroads have moved all shipments with such promptness that the storage facilities of the Northwest terminals are threatened with congestion.

EXPERIENCED CORN handlers will not crib damp or immature corn without providing ample ventilation. The best ventilator ever designed for corn cribs is a slat covered box, a cross section of which has the form of a capital "A." If it is covered with wire or narrow slats so that corn can not drop down into the passageway formed by it, a continuous current of air will pass through the crib and corn and carry off much of the moisture.

MONTANA WHEAT Growers Associated is credited with having abandoned its former policy of storing wheat. If it does not hold the members' grain until the following crop starts to move, how will the members be induced to continue their support of the organization? How can they learn the top price for the crop? By degrees the promoters are admitting all pooling practices to be a dismal failure. This should bring joy to the suffering farmers who have paid the bills.

AN EMBARGO against further shipments of grain to Duluth and Superior will go into effect next Monday and continue until Nov. 1 midnight. With this short suspension of shipments it is hoped to reduce the congestion at the head of the lakes and handle all shipments for the rest of the season of navigation more expeditiously. The large crops of the spring wheat states has made it profitable to open many elevators which have been idle for years and the farmers are marketing all crops rapidly in hope of realizing the top of the market.

GRAIN SHIPPERS need to exercise greater care and caution in endorsing Bs/L as receivers in some markets have been experiencing much difficulty in obtaining the release of shipments because a pencil or rubber stamp was used in endorsing. If you must use a rubber stamp for the company name, use ink or indelible pencil in signing the name of an officer of the company underneath. Otherwise the delay may cause you and the buyer much inconvenience and some expense. Lead pencil signatures are generally tabooed by banks and large corporations.

THE SUPREME COURT decision against the Federal Trade Commission Oct. 20 reaffirms the decision by the Court of Appeals published in the Journal Oct. 10, page 464, that the Commission is no judge of what constitutes unfair competition in trade. Numerous court decisions against that body in the past have not deterred this aggregation of meddlers from persisting in its pestiferous practice of prying into private business, and manufacturers and dealers can expect continued interference so long as Congress permits squandering of public funds in such useless activities.

SHIPPING grain open to distant brokers of unknown responsibility or standing is extremely hazardous as is testified to by the records of many unwary shippers. The experience of one is reflected in our "For Sale" ads, this number. In organized markets all dealings should be confined to members of the grain exchanges and all shipments should be billed to shipper's order with draft attached, notify consignee. With these few precautions heavy losses will seldom if ever be suffered by any shipper who makes any effort to investigate the standing of the consignee. No self-respecting trade journal will publish the advertisement of a grain receiver of doubtful responsibility.

PERSONAL SERVICE corporations everywhere and particularly grain commission merchants will be pleased to learn that the officious bureaucrats of the Internal Revenue Department have received a much merited setback. Suit was brought by the Department against W. T. Welisch & Co., rice brokers of San Francisco. After blowing, bluffing and blustering around, the Department has finally admitted that it made a mistake and the suit has been dismissed. The autocratic methods of the Department clerks have forced many personal service corporations as well as others to pay exorbitant taxes and unjustly. Many small firms have contributed large sums because they did not feel that they could afford to give their time and money to fighting the government. The expense to the citizens of the country to figure out their income tax schedules and then the enormous cost to the government to check it over, is of itself an enormous tax on industry, but it produces nothing and nets nothing, so all this expense is wasted. No other tax costs so much to determine. While the Dept. of Commerce is applying itself to the simplification and standardization of manufacturing methods and practices it might devote time profitably to the serious study of how to eliminate the present waste involved in the preparing and auditing of income tax statements.

KANSAS FARMERS not only harvested an enormous crop of wheat and a record crop of corn this year, but they are also said to be receiving fabulous prices for their hops. They experience no difficulty whatever in marketing their hops. In fact, the automobile carries them away at any old price, and we thought Kansas was a prohibition state.

AN ELEVATOR BURNED recently at Montevideo, Minn., was credited with having served its owners 45 years. That is surely a long period of usefulness for any building. No doubt the original equipment had long since become obsolete and been displaced by modern machinery but the building was the same. It is very evident that the original contract was let to a builder who knew how and was willing to build the elevator so that it would withstand hard and long usage. The barn and silo builders of the present day would be sorely grieved by the honesty and integrity of that old time builder.

TAXATION is overreaching itself when as at Chicago the tax-eaters advocate raising the levy to 4 per cent when the banks pay but 3 per cent on savings deposits. Why save if we are to be penalized for thrift? Businessmen here may have to go on strike against excessive taxation as did the brokers and bankers of Berlin last week against the confiscatory turn-over tax. The initiative against heavy taxation is being taken by consumers refusing to buy goods at the prices inflated by taxation on the manufacturers thereof. The big cotton mills were in control of the manufacturing situation and added the taxes to the price of the cloth but the public held off, the reaction being a reduction also in the buying power of the employes of the cotton mills.

TRADE ASS'NS that co-operate with government bureaus, and even go so far as to solicit the aid of the bureaus in the compilation of statistics of production in the industry are unwisely encouraging the intrusion of government into business. Why lean on taxpayers to bear the expense of collecting trade information? Why justify any assertion by the tax-eaters when begging Congress for an appropriation that their "work" has been solicited and requested by the trade or industry? Linseed oil manufacturers and the miners do not find government "aid" essential, this work having been done by the Armstrong Bureau of Related Industries and the Anthracite Bureau of Information. The flour millers seem to want the Washington bureaus to regulate their affairs, and now the mixed feed manufacturers are being solicited to indicate a desire for the "service" of collecting monthly statistics and to promise to make prompt and accurate returns to the Washington bureau. Do they appreciate the condition that all such information will be made public and circulated not only to those active in the industry but to competing industries and to buyers of the articles produced, and among those unfriendly to the industry? The present exposure of private affairs by publication of income tax payments shows how information collected for a definite purpose may be perverted for other purposes to the disadvantage of the persons spied upon.

WHEN MARGINS are small the grain dealer has to figure on a large and rapid turnover if his business is to show a profit. Give a lot of willing service and a smile to the farmer with your check for his grain and watch your business grow.

SHIPPING DIRT with grain is a very expensive practice as is evidenced by the letter from a Montana shipper published in this number. The bill for freight on dirt in the 1923 crop alone amounted to several times the cost of the best grain cleaning equipment obtainable, so he now is glad to report that he has installed a cleaner which has reduced the average dockage from 12 to 1%. While the wheat of the spring wheat states no doubt contains more foreign matter than that grown in any other section of the country, still all small grain that is intended for shipment can be cleaned profitably.

ANOTHER SHIPPER writing in this number calls attention to the confusion and uncertainty likely to arise from the use of code words meaning "delivery" when only "shipment" is intended. Each word has quite a different meaning. In fact shipments of grain on November 1st has often resulted in delivery 30 to 60 days later. Markets have been known to change materially in much less time. It seems incumbent upon all dealers who are anxious to avoid serious losses and disputes to come to a uniform understanding regarding the exact meaning of code words used, lest heavy losses be caused. Most code books give a different set of words for transmitting messages relating to "shipment" than are given for transmitting messages relating to "delivery," and there seems no excuse whatever for anyone identified with the grain trade using the terms "delivery" and "shipment" interchangeably. Those who do so are surely courting trouble and loss.

GOVERNMENT OWNERSHIP of the railroads and public utilities generally is receiving such favorable commendation from the radical sharks now running about the country that everyone seems to have overlooked the expensive ventures of North Dakota into the business field. Even Minnesota is promised state owned terminal elevators by the politicians who are always ready to promise anything for votes. North Dakota invested only \$26,000 in its mill at Drake but it has cost over \$100,000 to operate that plant the last three years. The state grain elevator and flour mill at Grand Forks cost the state \$3,000,000 and it required another million dollars to provide operating capital. The loss the first 18 months amounted to \$740,796. Now neither of these mills have seemed to exert any influence along the line of reducing the cost of flour to consumers or increasing the price of wheat to the producer. Both were promised in positive statements, so the tax payers—well, are out of luck or else they have been swindled. Up to the present writing it seems certain that North Dakota taxpayers will be put to the painful necessity of digging down in their jeans for approximately \$10,000,000 for the state's ventures into business. In the meantime the agitators with large dreams have enjoyed profitable sinecures.

THE DISMISSAL recently by the Federal Trade Commission of its complaint against a feed manufacturing company of Detroit, Mich., after the company had turned over all its records to the commission, shows that the Commission has the accepted rule of law reversed. Under the law everyone is innocent until proved guilty. Under the Commission everybody is guilty until he proves himself innocent.

TRANSFORMERS of electrical current from high tension wires to a lower voltage have been causing unusual trouble for grain dealers this year. One Ohio dealer had his plant completely destroyed because the transformer broke down and set fire to his plant in many different places. The Crete Mills of Nebraska experienced a similar difficulty. It would seem a wise precaution not only to have all transformers inspected occasionally but also to have an agreement with the power company, which assumes responsibility of the failure of transformers to protect the plant from high voltage current.

DRYING facilities for damp wheat are badly needed on occasional years when the crop of the Canadian West happens to be damp; and at Vancouver exporters are said to be having trouble filling contracts on account of the poor facilities for drying. One wet season several years ago the Canadian Grain Commissioners at Fort William, Ont., were more fortunate in being able to rent a very large grain drying steamship from a Chicago grain company. As the drying of damp grain must be done immediately after unloading from the car and before storage in bulk, this problem merits the study of grain elevator engineers in providing a drying facility that can be transported to the district where needed. Patents for two such driers, on rails, were granted several years ago, but the machines have never been placed in use. The demand for such a facility still exists and should stimulate the genius of our inventors.

YEGGMEN do not seem to be familiar with the English language. It may be that few of them can read writing. At any rate we are frequently advised of their blowing up elevator safes which had not been locked for years. Others have been blown up notwithstanding the combination was hanging to the safe door. Cards bearing notices to the effect that the safe is unlocked or giving the combination are either unintelligible to the yeggmen or else they feel that it is some well laid plan to signal the outside of their presence so they proceed to blow open the safe as they intended when they entered the elevator office. Seldom do they get much money, but that does not seem to make any difference. They can not believe that the elevator man keeps a safe just to protect his records from fire, so many elevator safes are blown up each month and much damage done to the offices and to the records. It should be possible for the elevator man to provide some facilities in his offices for protecting his records from fire without attracting the active safe breaker. The suggestion of our Missouri correspondent is good, but it has failed to save the safe in many cases, principally because the safe blower or safe breaker could not read or else the sign was too small to attract his attention.

PLYMOUTH, IOWA, is the proud possessor of a farmers' elevator, but it is also the center of discontents who are preying upon the farmers of that section in the hope of securing subscriptions for a second farmers' elevator. Now if one farmers' elevator is of any advantage to the producers of the district, a second would be an unnecessary burden and a tax on those very producers. The promoting of a farmers' elevator may be from several motives—a matter of real advantage or for the purpose of selling \$30,000 worth of stock for a \$5,000 investment. It needs to be investigated carefully before a license is issued.

THE SUIT started by a Kansas grain dealer to test the validity of the 20 cents per bushel tax on privileges has gone to the Supreme Court of the United States, with a fair prospect that this infringement on the individual's right to contract will be removed. There are those in the grain business who think privileges are a kind of gamble, and others who believe they should be abolished so that the market would have a wider range each day for the encouragement of speculation. Others have thought puts and calls should be done away with because trading in them brot the Board of Trade into bad repute with the reformers, radicals and other enemies of the middleman. Between these contending factions, each with some end to gain or private grudge to satisfy, the right of the individual has been completely lost sight of. A call on wheat is just as legitimate as an option on a piece of real estate. It is just as legitimate to sell a put as it is for an insurance company to sell a policy against fire. Instead of a federal act against privilege trading the correct procedure is for the local police in each city to place under arrest each individual who gambles in privileges without a purpose or willingness to receive or deliver the commodity.

AN ILLINOIS elevator operator who evidently was delighted to grant free storage to his farmer patrons has been closed out and the farmers who stored their grain with him are distracted by their heavy losses. By storing grain with him greatly in excess of the storage capacity of his elevator they forced him to engage in a speculation that has doubtless proved unprofitable. However, he was speculating with their capital as well as his own. If he had confined his operations to his own working capital the loss would probably have been meager. Free storage should be abolished. No elevator man can afford to give away the use of facilities in which he expects to store his own grain. Few have succeeded in shipping out stored grain and still be able to pay for all of it when the farmers wanted a settlement. So many elevator operators have suffered heavy losses from storing and shipping out that few are now disposed to store for farmers even though paid a liberal storage fee. The elevator man who has plenty of storage room and wishes to go into the storage business must keep his stored grain and his storage business separate and distinct from his personal grain business. Otherwise he is very likely to become deeply involved as the Pesotum dealer reported in this number.

Grain Dealers Should Be in This Conference.

A meeting will be held in Chicago next week under the auspices of the Dept. of Manufacture of the U. S. Chamber of Commerce to discuss a subject that should be very near to the heart of every country grain elevator operator. It is none other than a uniform cost accounting conference.

Country grain merchants have so many side lines it is next to impossible for them to formulate a fair guess on what it costs them to handle grain unless they keep a detailed account of every cost incurred on account of their handling grain. The printers and the engravers and some other lines have installed uniform cost accounting systems with the result that buyers pay more than double what they did formerly and the printers are prosperous.

The grain merchants of the land perform a real service for the producers and consumers of the world, but if they make no systematic effort to collect a fair compensation for their services they cannot hope to reap the reward to which they are fully entitled. How much does it cost you to handle the different kinds of grain from farmer's wagon to the scale hoppers at destination?

Uniformity of Trade Rules.

It is the testimony of grain dealers who have served on arbitration com'ites that many of the cases arise thru a misunderstanding of the words in the contract and especially thru lack of knowledge of the trade rules applicable to the transaction.

Many dealers never read the rules even of the organized markets with which they usually do business, unless they happen to be members of the Exchange. They are satisfied to know that when bought or sold on certain market terms they will get the inspection and weights of that market. Beyond that their ideas are hazy. When a change in freight rates or in crop conditions diverts a dealer's trading from the points with which he has been doing business for years past to a market new to him he seldom has at hand a copy of its rules, or the time to read them.

Uniformity of rules may do nothing to help a dealer who does not read or remember them; but uniformity will do much to make it easier to do business. With uniform rules, uniform contracts and uniform confirmations trade practices will become standardized and gain the endorsement of the law which makes custom of the articles of trade.

To the extent that local conditions permit, all trade terms commonly used should have the same definition. This would avoid the mistakes due to different meanings attached to the same term. In the eastern and central markets all dealers are so accustomed to "prompt shipment" meaning 10 days that they could easily make an error in dealing with a Pacific Coast market defining "prompt shipment" as 15 days from date of sale. With the more expeditious handling of grain in recent years 15 days can hardly be said to be prompt shipment. Fifteen days might be prompt shipment if it involved hauling by wagon from a California ranch, but not from the grain elevator of a country dealer in Iowa.

The comparison of the rules of the leading exchanges published elsewhere in this number shows that commendable progress is being made with regard to uniformity of rules governing time of shipment.

Raising Your Own Bid.

A western elevator operator who has a working interest at several stations expresses his convictions in "Letters" this number, that every grain buyer who permits the farmer to induce him to raise his own bid for grain thereby convicts himself in the estimation of the farmer of attempting to buy grain for less than it is worth. If you want your farmer patrons to have confidence in you and your prices, post them up in a prominent place where they are easily read and then stick to them.

The grain buyer is entitled to a reasonable compensation for his services just as much as the doctor, the dentist or the merchant in any other line. He is entitled to a reimbursement for the capital invested in the facilities and in the grain as well as compensation for the hazards of marketing the grain. Frequently he will suffer a loss of weight in transit, or the grain may get hot or grade off so that it is discounted liberally at destination. When he buys the farmers grain he immediately assumes all the risks of ownership and carries them until the grain has been dropped from the hopper scale at destination.

When all shippers come to a true realization of what it actually costs them to handle the farmers grain few will attempt to handle it on the low margin now painfully prevalent in all parts of the country. The grain buyers seem to lack confidence in their own ability to figure out their actual handling costs and also to lack backbone enough to insist upon having at least a return of their costs.

While every dealer is anxious to pay the producer every penny he can afford, it is arrant nonsense for the country elevator operators to continue to pay more than they can afford for any kind of grain. Those who have not backbone enough to insist upon having compensation for their services and for the use of their facilities as well as the return of their first overhead should get into some line of business where they can realize a profit, thereby assisting those who are disposed to do business on a reasonable basis to render a first class service and get paid for it.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Soo Line 101484 passed thru Sawyer, N. D., on Oct. 3 leaking wheat near side door.—Chas. Sweet, Minnesota Elevator Co.

Soo Line 102422 passed thru Sawyer, N. D., leaking rye out of the end door.—Chas. Sweet, Minnesota Elevator Co.

C. B. & Q. 104991 passed thru Arcadia, Neb., on Sept. 26th, badly leaking wheat at the door post on the south side of the car.—R. R. Clark.

A. T. & S. F. 47418 passed thru Frizell, Kan., on Sept. 22, on an eastbound Santa Fe train, leaking wheat badly at south door.—Hill & Cheers.

G. C. L. 1373 passed thru Nevada, Ia., on Sept. 12, leaking mixed cracked corn, wheat, oats and barley from under the south door.—Frazier & Son.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Wagon Scales Weigh Against Farmer.

Grain Dealers Journal: We have just bought in at this station and have discovered a practice we consider irregular. One of our competitors has a driveway running along his office up into the elevator. The wagon scale platform is uncovered and no effort has been made to divert the water which drains from the driveway into the scale pit. Excessive moisture slows up all wagon scales. When farmers' wagons containing grain intended to be unloaded into the elevator are weighed, the team is on the high side of the driveway above the scale platform, and when they come back to get the tare weight, most of the wagons are in a reverse position when the weight of the empty wagon is obtained. That is, the team stands on a lower level than the scale platform and of course considerably lower than when the gross weight was obtained.

I believe that both weights are against the farmer. It looks to me as though our competitor is inducing the farmer's horses to pull up on the load when he is getting the gross weight and to pull down on it when he is obtaining the tare weight, both to the disadvantage of his patrons. Any light you can give us on the possibility of weighing grain in wagon to which horses are attached and standing in the two positions will be greatly appreciated.—Fred Stuffle.

Ans.: J. A. Schmitz, weighmaster of the Chicago Board of Trade, insists that in order to obtain the correct weight of any load of grain to which horses are attached, horses must be on a level with the wagon scale platform and they must not pull on the tugs. If they do pull in any direction, then the weight will be influenced to the full extent of the pull they exert. It is far better to have driveway each side of scale platform on the same level as the platform.

No one who desires correct weights will permit water to drain into scale pit as it is sure to result in rusty bearings and rotten woodwork and often will wash in enough dirt materially to interfere with the working of the scale. Keep the water out.

Stamp Tax on Sales of Cash Grain for Deferred Delivery?

Grain Dealers Journal: Some time ago there was some discussion in your paper in regard to the assessment of taxes on contracts covering cash grain for thirty and sixty days shipment.

Could you advise whether this point has been definitely settled? We were under the impression that one decision of the government was that the tax did not apply except on option or future trades, while some other official rules that it applied on cash grain trades where the shipment was for more than twenty days shipment.—Lincoln Grain Co., Lincoln, Neb.

Ans.: Sales of cash grain for deferred delivery are taxed only when made on an exchange or under the rules of an exchange and when not to be delivered within 20 days of date of sale.

Under the Revenue Act of 1921, Title XI, Stamp Taxes, Sec. 1107, Schedule A, part 4, second paragraph, it is provided "No bill, memorandum, agreement, or other evidence of such sale, or agreement of sale, or agreement to sell, in case of cash sales of products or merchandise for immediate or prompt delivery which in good faith are actually intended to be delivered, shall be subject to this tax."

An interpretation of what is meant by immediate or prompt delivery is not found in the law, but in the Regulations 40 of the Treasury Department, Commissioner of Internal Revenue, Article 22 of which reads as follows:

Art. 22. Transactions subject to tax.—All sales or agreements to sell (except as herein otherwise provided) of products or merchandise at or under the rules and usages of an exchange for future delivery are subject to the payment of tax, and every sale or agreement not evidenced by a memorandum or contract expressly requiring immediate or prompt delivery shall be deemed to be for future delivery. In cases in which the Commissioner is not satisfied from the evidence that the transaction is in good faith intended to be followed by immediate or prompt delivery, the seller is required to pay the tax as on a sale for future delivery.

Art. 23. Transactions not subject to tax.—(b) Cash sales of products or merchandise for immediate or prompt delivery, which are in good faith actually intended for "immediate or prompt delivery," as defined in article 33 (3) (d) of these regulations, are not subject to tax.

Art. 33. Further definitions.—(1) When used in these regulations:

(d) The term "immediate or prompt delivery" means delivery at once or as soon as practical, and in any event within twenty days of the date of the sale, or agreement of sale, or agreement to sell.

Where to Put in Claim for Grain Door Lumber?

Grain Dealers Journal: Can the *Journal* advise me whom to make claim against to collect for car doors furnished by myself?—C. E. Dalrymple, Lewistown, O.

Ans.: Do not send claim for doors to the freight claim department. Send the bill of expense, invoices or lumber yard bill to the Division Superintendent of the railroad company, who should handle it as an operating expense, the same as if the company itself had bought the lumber from the lumber yard. Before buying any lumber the shipper should make demand upon the railroad agent for doors, as it is the duty of the carrier to furnish doors. Refusal or neglect of the agent to furnish the lumber authorizes the shipper to go ahead.

WINNIPEG, MAN.—Reports have it that an intensive research laboratory, the largest in the West, will be established in Manitoba to study rust and find a means of eradicating the menace if possible. It will include several large greenhouses for experimental purposes, and a large research building.

WASHINGTON, D. C.—The Third Nat'l Radio Conference, meeting here recently, recommended that the Department of Commerce set a time within the very near future after which Class C licenses will not be issued or renewed. At present there are 86 Class C broadcasting stations, all using a wave length of 360 meters. Should the recommendation be adopted these will be moved to other wave lengths in the Class 1 or 2 band. By this means interference from Class C stations will be eliminated.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Nov. 18-20. Nebraska Farmers Co-operative Grain & Live Stock State Ass'n at Omaha, Neb.

Nov. 19-20. National Industrial Traffic League, New York, N. Y.

Dec. 5-6. American Corn Millers Federation, at Chicago, Ill.

Carrier Not Liable for Forgery of Spent Bs/L.

The Durant & Elmore B/L forgery case is so old that many dealers have forgotten it, but the Court of Appeals of New York some time ago disposed of one angle of this suit by dismissing the action brot by the Saugerties Bank against the Delaware & Hudson (Railroad) Co.

Three judges dissented, Chief Justice Hiscock, in delivering the opinion of the majority saying:

During the months of July, August, September, October and November, 1909, there were delivered to a rail carrier at Buffalo a large number of cars of wheat for transportation and which were delivered to the defendant as the final carrier and by it transported to Oneonta. This wheat was shipped under Bs/L, issued at the time of shipment, which were of the "order" character and in which a corporation known as the Durant & Elmore Co. was named as consignor, consignee and party to be notified. The wheat was delivered to the consignee at Oneonta a few days after shipment, and upon its order subsequently shipped to other destinations and parties. Although it was provided in the Bs/L themselves and also by the Penal Law (Consol. Laws, c. 40, § 365) that the wheat transported under these Bs/L should not be delivered without taking up the latter, the defendant as matter of fact delivered the wheat to the Durant & Elmore Company without surrender of the Bs/L.

The Durant & Elmore Co. on May 17, 1910, was short alike of money and moral principles, and so it changed the dates of these Bs/L from dates which averaged several months prior to May 17, 1910, to dates which preceded that date by only a few days and then presented the bills to the plaintiff as security for a loan which was granted by it thereon. A short time thereafter the borrower failed, and only a part of its loan having been paid plaintiff brought this action against defendant for damages, because it would not and could not deliver the wheat covered by the Bs/L which had been thus taken as security. The question is whether the failure of defendant to take up the Bs/L on delivery of the wheat as it should have done was the proximate cause of plaintiff's loss. I do not think it was.

It has either been found or is so established by the evidence as to be conceded that the Bs/L as they were left in the hands of the Durant & Elmore Co. on the delivery of the wheat were "spent bills" and that their dates preceded the date when they were delivered to plaintiff as security by so long a period that the latter would have been put upon suspicion and required to make some inquiry concerning the situation and which inquiry, of course, would have led to the information that the wheat covered by the bills had been delivered. This is obvious. Some of these Bs/L antedated the date of their use with plaintiff by ten months, and a B/L for such a commodity as wheat covering a comparatively short distance of transportation presented ten months after the wheat was shipped would be bound to excite the suspicion of any reasonably cautious person. As we understand it, this is not denied. Plaintiff's counsel nowhere disputes it. Therefore, if these Bs/L had been presented in their original form, they would not have been accepted, and defendant's omission to take them up would not have resulted in damage to the plaintiff.

The act which made them available for use and which justified the plaintiff in accepting them as security was the conceded crime of the consignee in changing the dates of the Bs/L so as to take them out of the class of "spent bills" and to confer upon them an appearance of genuine bills outstanding in accordance with ordinary custom. As I say, this criminal act made it possible to use them; without it they could not have been used and the defendant's omission would have resulted in no harm.

Under these circumstances I fail to see how it can be said that its omission was the proximate cause of plaintiff's injury. In the first

A man's success in life depends incomparably more upon his capacities for useful action than upon his acquirements in knowledge.

Lord Armstrong.

place, it has been found as matter of fact that it was not such proximate cause.

Es/L which had become absolutely stale and useless were resurrected into a condition of life by the crime of forgery, and there is nothing to indicate that this offense is so common that the defendant ought to have anticipated it.—141 N. E. Rep. 904.

Settling for Surplus Over Carload.

On grain sold to arrive the fluctuations of the market leave some inducement for the seller to load less or more than the exact car load weight. The rules of the Grain Dealers National Ass'n give the shipper some leeway, so long as he loads within the tariff regulations.

In view of the fact that a shipper can put 89,000 lbs. into an 80,000 capacity car some buyers are disposed to specify the exact number of bushels sold.

On capacity car sales the marked capacity of the car governs the contract and anything over or under this amount is settled for on the day of unloading, under the rules of the Milwaukee Chamber of Commerce. For example in the sale of a 60 or 80,000 capacity car the buyer will accept 60 or 80,000 pounds on contract, as the case may be, and anything over or under shipment is settled for at the market price on day of unloading. Shippers should take this fact into consideration in loading cars.

Don't Tie Up the Terminals.

The Northwest Regional Advisory Board, meeting at Aberdeen, S. D., Oct. 21, made a thoro canvass of the grain situation at the Minneapolis and Duluth terminals and found it to be so serious that an embargo threatens. Notice to hold back on shipments was immediately given northwestern shippers by the Joint Terminal Grain Com'te, to prevent serious congestion and tie-up of transportation facilities.

Grain shipments to these terminals must be reduced to about 700 cars a day and shipments from the terminals must necessarily be greatly increased to relieve the situation.

A list of practical suggestions to shippers to avoid congestion at the terminals were given out by the board.

Help in preventing transportation congestion by:

Unloading all cars within 24 hours.
Loading all cars promptly to connect with local train service when possible.

Utilizing car capacity by loading to full carrying capacity.

Not ordering more cars than actually required.

Placing orders for cars as far in advance as possible.

Ordering foreign cars for loading off your local line.

Reconsigning grain in foreign rather than local line cars, whenever possible.

Conserving local lines equipment by loading foreign equipment in preference.

Keeping railroad agents closely in touch with elevator space conditions.

Placing all car orders with railroad agent in writing, as required by car distribution rules contained in Revised Circular CCS-10.

The Board resolved that the special terminal grain com'te appointed by the executive com'te should serve until the season's grain movement is over. This com'te is composed of the superintendents of transportation of the Great Northern, Northern Pacific, Soo Line and Chicago, Milwaukee & St. Paul roads and of H. A. Feltus, M. H. Strothman, F. R. Durant, and C. T. Vandover, representing the shippers and receivers of grain.

Regarding the rush of grain to Minneapolis and Duluth, Mr. Vandover said:

The present movement of grain from country points being approximately 700 cars per day in excess of the daily shipments from the terminals of Minneapolis and Duluth, and the further fact that the storage facilities at these terminals are practically full, may bring the situation within a week's time to a point where a complete embargo on shipments of grain to these terminals will have to be effected to avoid a serious congestion of transportation facilities.

New Rules Proposed for Kansas City Board of Trade.

Several important changes in Kansas City Board of Trade rules governing inspections, weighing and issuing of warehouse receipts to elevators will be voted on by members Oct. 27.

One amendment provides that no registration of warehouse receipts will be made on grain unloaded in regular warehouses unless they shall agree with the weights and grades certified to by an official weighmaster and an inspector; and the registrar shall make no cancellation of warehouse receipts against grain loaded out except when loadings are certified to by an official weighmaster and an official inspector and such cancellation shall be made only on their surrender.

All "regular" elevators will be required to make an official weighup and inspection every twelve month.

Another amendment regulates the amount of insurance elevators are required to carry against fire and other hazards and they will be required to file at the close of business on the second and last Saturdays of each month an affidavit showing the amount of insurance they are carrying on stocks of grain.

A third amendment provides that elevators shall file with the board of trade a surety bond of not less than 10 cents per bushel upon the capacity of the house if located in Missouri and 15 cents if in Kansas to insure faithful performance of their duties as warehousemen and their compliance with the exchange rules in relation thereto.

After Circulators of False Information.

While it is extremely doubtful if the Federal Government will ever punish anyone for giving out false or misleading crop or market information it might make it extremely uncomfortable for such offenders. Dr. J. W. T. Duvel, Supervisor of Future Trading at Chicago, recently sent out the following warning:

"During the past few weeks wide circulation has been given to statements relating to crop and market conditions and movements. For the most part such items have indicated a fair and honest attempt to set forth the true conditions of the various factors that affect the market as based on the most reliable information obtainable at the time. Occasionally, however, items questionable as to accuracy and motive have appeared in the trade gossip, market reviews, and otherwise. It is not always easy to determine whether these questionable statements are due to lack of knowledge, or based on mere rumors, or are intended to be misleading. The results, however, usually lead to an unnatural and unwarranted movement of prices.

"In the interest of a more representative market and with the view of greater justice and fairness to traders of all classes, it is important that more careful consideration be given to the preparation of statements relating to crop or market conditions that affect or tend to affect grain prices. In this connection we quote from Section 9 of the Grain Futures Act which section reads in part as follows:

"Any person * * * who shall knowingly or carelessly deliver for transmission through the mails or in interstate commerce by telegraph, telephone, wireless, or other means of communication false or misleading or knowingly inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of grain in interstate commerce, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, be fined not more than \$10,000 or imprisoned for not more than one year, or both, together with the costs of prosecution."

BEAUHARNOIS, QUE.—A fire causing \$45,000 resulted from an electric short circuit in the McDonald & Robb Mills. Placing all electric wires in conduits will prevent this happening in your plant.

A. L. Searle Elected Pres.

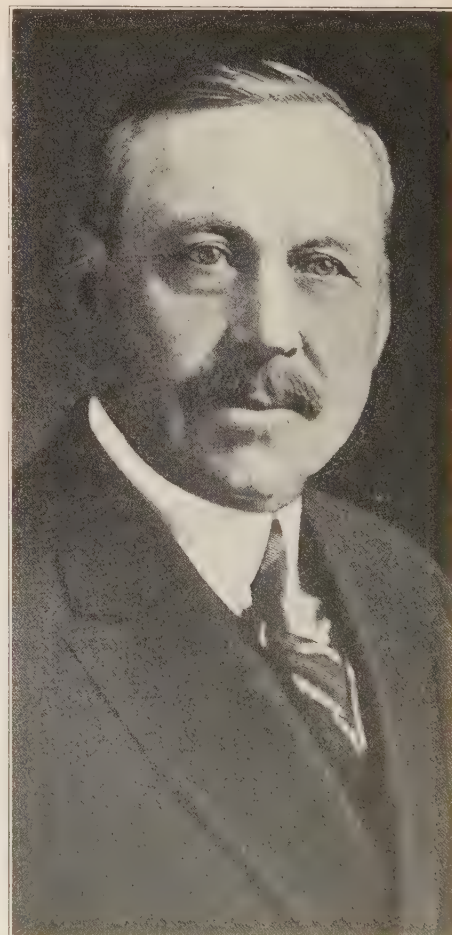
At the last annual election of officers by the Minneapolis Chamber of Commerce, A. L. Searle, pres. of the Searle Grain Co., Ltd., operating several grain elevators and having large grain interests, was chosen to head that body for the coming year.

Mr. Searle has been actively engaged in the grain and elevator business in the United States and Canada for well over 40 years. He found his career at an early age. In 1882, when only 19 years old, he took a position as country elevator agent at Battle Lake, Minn., where he began to learn how to conduct a grain business and gained his basic knowledge of grain.

Since 1882 Mr. Searle's interests, tho always in the grain business, have covered a wide area in both United States and Canada. He was among the first to see the possibilities for grain dealers in the vast wheat raising regions of the Northwest and was a pioneer in the development of the grain elevator business in the provinces of Manitoba, Saskatchewan, Alberta and the ports of Fort William and Port Arthur.

Mr. Searle is a member of all prominent grain exchanges in Canada and United States. For over a third of a century he has been associated with Minneapolis business, and for several years has been a director of the Chamber of Commerce.

Mr. Searle is pres. of the Searle Securities Co. and the Searle Grain Co. in Minneapolis; pres. of the Saskatchewan Elevator Co., Ltd., Home Grain Co., Ltd., Liberty Grain Co., Ltd., of Winnipeg; and chairman of the board of the Northland Elevator Co., Ltd., of Fort William and Port Arthur, Ont., so he brings a ripe experience to the Presidency of the Chamber of Commerce, that should prove very helpful to the trade.



A. L. Searle, Minneapolis, Minn., Pres. Elect Chamber of Commerce.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Do Your Code Words Mean "Shipment" or "Delivery"?

Grain Dealers Journal: We notice in your Journal of Oct. 10th the contention of the Western Terminal Elevator Co. in regard to the use of the word "Bounce," and you may as well include all other code words on Pages 20, 21 and 22 of Robinson's Code. We have been in the grain business for 18 years and have used the terms on these pages to mean shipment, and we know that it is being generally done by the grain trade, and we believe that it is more often used to mean shipment than delivery, especially in contracts for deferred shipment.

We see that by the heading and the general use by the trade that there is a double meaning, but in all of our experience this is the first time our attention has been called to it. In our opinion there should not be any heading and the word delivery or shipment be applied before the code word.—The Robinson Grain Co., per O. C. Robinson, Lima, O.

A Safe Saving Suggestion.

Grain Dealers Journal: In the Oct. 10th number of the Grain Dealers Journal we note your article on two elevator safes being blown by yeggmen, and the suggestion that elevator safes be kept in secret place or hid. It seems to us this would make the use of safe very unhandy.

We have a large safe in office of elevator for purpose of protecting our books and other valuable papers, but never use or leave any money in it over night. We have a card hanging on knob of combination with "NOTICE, this safe is NOT locked."

And we even printed the combination numbers and letters on this card so in case it should get locked they can open it and not have to go to the trouble of blowing it. We believe the above is very effective against burglars. We hope this suggestion may be the means of saving some grain dealers safe.—La Due Grain & Supply Co., Otto Volkmann, Mgr., La Due, Mo.

Paid \$1142 Freight on Dockage.

Grain Dealers Journal: I have been operating the elevator formerly owned by the Farmers Mutual Grain & Supply Co., two seasons and before starting to handle new wheat this year I installed a No. 6 Dual Cleaner which reduces the dockage on my shipments from an average of about 12% to 1% or less, depending of course upon the condition of the grain received from the farmer. I cleaned one load yesterday that contained straw, dirt, wild oats, stones and mustard seeds. After taking a good average sample from the load of the farmers wagon, my tester showed the load to contain 21% dockage. After cleaning the grain my tester showed only 2% left in the wheat. This load was unusually dirty on account of having been scooped from the ground. I would not think of operating an elevator in this country without a modern cleaner.

Last year I handled over 150,000 bu. of wheat and my figures show that I paid approximately \$1142 freight on dockage for which I got nothing. I had no cleaner last year and could not remove the foul seeds and

dirt. The elevator man who attempts to operate in this country without a cleaner is paying dearly for the privilege.—Judith Basin Grain Co., H. G. Ronish, Pres., Coffee Creek, Mont.

Raising Your Own Bid.

Grain Dealers Journal: I have a partner at one station who is easily cajoled into paying more for grain than we can afford to pay. At the start he agreed to stick by the prices posted each morning, but he has so many friends marketing grain at his station that they find it easy to induce him to pay more than the market justifies. He has given so little attention to the prices we send him each morning for posting that we stopped sending them. To our way of thinking, no dealer can raise his own bid for grain and still have the farmers believe that he is disposed to pay all he can afford to pay for every wagon load of grain. Even though a man does pay a half a cent a bushel more after persistent wheedling by the seller, the seller must still suspect that buyer is making a good profit on the grain handled. If it were not for advancing prices this year I feel certain that we would have a heavy loss at that station.

Have you ever published a list of good reasons why the country grain buyer should post a fair price for grain and then stick to it? Any light you can give us on this subject will be greatly appreciated.—The Wicked Partner.

Were Louisville Tanks Burst by Explosion?

Grain Dealers Journal: Faulty construction could hardly have been the cause of the collapse of two cylindrical brick bins and the splitting from top to bottom of a third bin in the recent Louisville wreck affecting the plant of R. E. Wathen & Co. on the morning of Aug. 27. Other tanks on the filled-in swamp ground remained standing and other buildings remained unaffected.

These bins were of 19 feet outside diameter, 15 feet, 10 inches inside diameter, and were approximately 84 feet high. The straight walls were tied with 7/8-inch steel rods near the top and 30 feet down. These ties were looped into the 2x1/4-inch bands in the circular bins, which were 28-inch on centers for a distance of 30 feet from the top. From that point downward for 30 feet, to a point about 24 feet from the bottom, 1/2 rods were used. The bottom 24 feet needed no ties. Ties would hardly be needed to withstand pressure exerted on bins of this construction.

The laws governing equilibrium would show that even tho the bins were full they could be undermined some distance back of the straight walls and still stand, so long as the base was strong and level. The base was straight and level. The bin holding the truss carrying the bridge was driven over uniformly 7-inch batter of base footing and a lean of the tube of 3 feet. The explosion blew 2 big holes in the top of the tube, above where grain was being drawn and split the tube from top to bottom in a number of places. Yet this tank held its wheat.

A falling building in a state of collapse would angle along the joint lines in a diagonal direction. In the Louisville accident the straight walls sheared out smoothly down to the bin bottoms only, on both sides. Evidence is strong that terrific uniform pressure must have been exerted in a short space of time to cause such a collapse.

Bins adjacent to the wrecked tanks, that were damaged show splits in different places, which soon developed into fissures terminating at neither the top nor the bottom, the fissures zig-zagging lightning-like on the tanks.

The walls of these bins sheared out from the bottom and top on both the north and east sides. This condition would hardly arise from

anything but excessive pressure evenly distributed on both sides.—Leslie V. Abbott, Louisville, Ky.

Register Overcharge Claims Before Dec. 7.

J. H. Beck, executive sec'y of the National Industrial Traffic League, in a recent circular letter to members, gives an interpretation of the amendment to paragraph 3 of section 16 of the Interstate Commerce Act indicating that it is advisable for shippers to get an early registration of all straight overcharge claims, as follows:

We regret that there is some ambiguity in the law as passed by Congress, arising from the words "If on or before expiration of the two-year period," etc., in paragraph (d).

It should be borne in mind that Section 16, before the enactment of this amendment, permitted filing with the Interstate Commerce Commission complaints for reparation under Section 1, etc., after the two-year statutory period had expired, only in those instances where carriers had in fact instituted action in court for recovery of undercharges, and one of the purposes of this amendment was to accord to shippers in addition the benefit of the 90-day period where carriers collect undercharges after the two-year period without first instituting action in court. We construe the words "on or before," above quoted, as modifying both the two-year period of limitation in subdivision (b) and the three-year period in subdivision (c), with the result that, where carriers institute action or collect charges within the three-year period provided in subdivision (a), shippers may avail themselves of the additional 90 days whether the shipper's complaint covers reparation or overcharge. We have conferred with some members of the Interstate Commerce Commission upon this subject and there is no doubt that its Legislative Committee, which drafted S. 2704 (in lieu of all other similar pending bills), and the Commission's bureau of law, the Commission in conference, the committees of both houses, and presumably the membership of both houses, as well as the authors of the several bills consolidated in this amendment, all so understood.

It is the view of some of the members of the Interstate Commerce Commission that clarification by amendment is preferable to interpretation by the Commission by conference ruling or other pronouncement. Whatever ambiguity results from the use of the opening words "If on or before" in subdivision (d) can be cured by use of more explicit wording. We hope before Congress reassembles to confer with the Legislative Committee of the Interstate Commerce Commission as to just what that wording should be, if it seems desirable to seek clarification by amendment.

Our counsel, Luther M. Walter, advises that members of the League should register all claims for straight overcharges accruing on or after March 1, 1920, with the Interstate Commerce Commission before December 7, 1924. Some of the carriers, particularly the Union Pacific System, are paying straight overcharge claims accruing on or after March 1, 1920, without requiring them to be filed with the Interstate Commerce Commission. The Law Department of the Union Pacific has made the following ruling, which has been circularized to all freight traffic officers and representatives of the Union Pacific System:

"From now on until and including December 7, 1924, as an action at law may be maintained on any overcharge accruing on or after March 1, 1920, such overcharges may and should be voluntarily refunded.

"Commencing December 8, 1924, overcharges accruing within the three years preceding the date of refund may be paid, though not filed in writing, and overcharges accruing within the three years preceding the filing of the claim in writing with the carrier may be paid within three years of the accrual of the cause of action or within six months after declaration of the claim or any part thereof in writing by the carrier even though the date of the payment is after the expiration of the three-year period. In other words, the statute of limitations is tolled by the filing of the claim in writing within the three-year period and does not again commence to run until the claim is declined in writing by the carrier. The shipper then has six months from such declaration but not less than three years from accrual of the cause of action within which to sue and should we during such six months' period conclude that our declaration was in error we may voluntarily pay the claim. Upon the expiration of the six months, however, the claim may not under any circumstances be paid."

The Traffic Department of the Union Pacific adds:

"Our patrons should be notified of this change; and if they have any straight overcharge claims which have been declined be-

cause of the application of the statute of limitations, such claims should be again submitted to the officer who declined them."

Although some of the carriers are following the ruling of the Law Department of the Union Pacific, others are not, and as a precautionary measure members having straight overcharge claims accruing on or after March 1, 1920, had better not rely upon voluntary payment by the carriers but protect their interests by registering claims with the Interstate Commerce Commission prior to December 7, 1924.

Traffic League Program.

The National Industrial Traffic League will hold its annual meeting at the Commodore Hotel, New York City, Nov. 19 and 20. The Executive Com'ite will hold its meeting the 2 days previous, Nov. 17 and 18, in the same hotel. Morning and afternoon sessions will be held each day of the meeting. On the 18th the Executive Com'ite will be the guests of traffic clubs located in Greater New York. A banquet for the members of the League will be held in the evening on Nov. 19.

Automobiles will be at the disposal of the ladies in attendance, during their stay in New York. Luncheon for the ladies will be served Wednesday and Thursday, Nov. 19 and 20, and theatre parties will be given them in the evening on both days. Sight seeing trips and other entertaining features will be arranged.

Private meeting rooms are being reserved for com'ites. However, it is important that the New York Com'ite be advised of the time of meeting and the approximate number of com'itemen for whom provision should be made. This New York Com'ite on arrangements consists of W. J. L. Banham, chairman, G. F. Hitchborn, Philip Croxton, C. L. Hilleary, W. N. Agnew, P. W. Moore, Herman Duester, R. J. Menzies, C. J. Austin, H. M. Freer, P. M. Ripley and Asa S. Colton.

A docket of the subjects which will be brought up for consideration will be published later in Nov. 10 number of the JOURNAL.

The League has applied for reduced fares upon the certificate plan and various passenger ass'ns have granted them. The arrangements call for a rate of a fare and a half, conditioned upon the presentation for validation of a minimum of 250 certificates showing payment of full fares one way. Members should secure a certificate showing purchase of one way ticket at the time it is bought. If the required number of certificates are presented for validation the return ticket can be purchased at half fare.

Altho 600 rooms have been reserved, it is important that reservations be made as promptly as possible, advising time of arrival so that the hotel can assign rooms to members without delay. Applications to the Commodore Hotel for reservation should state, "Delegate, The National Industrial Traffic League."

Russian Grain Shortage Effects.

Nothing disrupts peaceful economic conditions and institutes chaos and disorder quite so quickly as hunger. Due to the shortage of the Russian grain crops, the unrest in White Russia is adding strength and gathering force. Reports from the grain districts of small clashes between peasants and communist officials are numerous and becoming more frequent.

Confiscation of grain by communist officials has practically ceased thruout the districts of Minsk, Vitebsk, Volhynia, and Smolensk. Many of the officials have been killed by terrified peasants, fearing for their winter's food supply. Others have foregone their attempts to requisition grain for export and fled to the larger cities for protection.

Disorder is spreading to the larger cities. It has reached Kharkov, in the Ukraine, and workers are holding protest meetings against the soviet government's confiscatory policy.

The *Odessa Izvestia* on Oct. 12, discussing the situation, says:

The workers have not the right to protest against grain exports, because this is the only

source of revenue available to the Soviet government for the maintenance of the Red Army and the Third Internationale. The fact that famine exists and the population is threatened with death and hunger cannot change the Soviet government's plans.

Our Red Army last spring filled the mouths of 18,000 peasants and workers in the Kharkov district with earth because they killed the local commissariats and robbed the grain warehouses. Let this lesson penetrate, for the army is ready again with even stronger measures should these Russian disorders continue.

This is the first mention the soviet press has made regarding the number of people killed in the Kharkov riots last spring. Force and cruelty keep the peasants under control like slaves to an incompetent master, who has no regard for their welfare. Such is radical Russia.

Kansas Seed Wheat Poolers Reward.

Farmers of southwestern Kansas suffered their third successive crop failure a year ago and it became necessary to finance a large number of them to get wheat sown on thousands of acres of land in that part of the state. The Santa Fe Ry. put \$1,000,000 extra funds in banks of that section to finance those who could give reasonably good security. That left a large number of tenant farmers and farmers who were so heavily mortgaged that they could not obtain further credit, unable to purchase seed.

A seed wheat pool was formed by J. C. Mohler, sec'y of the State Board of Agriculture and E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n. They did not seek to give the farmers charity. Rather, they and the others who joined them considered the proposition as a good gamble. The farmer put up his labor; the land owner, the land; the pool, the seed.

The Kansas Seed Wheat Corporation was organized and raised \$140,000 in cash. Of this 35% was returned to the subscribers. The ass'n purchased 89,000 bus. of seed wheat, paying a premium to get the best grade, and distributed it among those farmers unable to secure it any other way, on contracts. A little over 100,000 acres were sown, only 2 farmers breaking contract. Those 2 took the pool wheat and sold it in another town. Both later returned the money.

The organization secured the services of an expert from the State Agricultural College to direct the preparation of all the ground. Every field was carefully plowed and harrowed and the seed sown with care at the proper time to give it every possible advantage.

Under the contracts the farmers had to deliver one-fifth of all wheat produced over 8 bus. per acre, to the pool. It was thought necessary for the farmer to have at least 8 bus. per acre for his labor and land rentals.

It so happened that Kansas this year produced the second largest crop of wheat in the history of the state. Furthermore it was of the highest quality in years.

Some fields were lost due to hail in the spring and early summer, but other conditions proved excellent. At harvest time the wheat threshed out 12 to 34 bus. to the acre. Approximately one-third of the pool wheat has already been threshed. About 30,000 bus. has been sold and the ass'n will have about 250,000 bus. to sell at over a dollar per bu. before the contracts are closed.

"Every man who put up a dollar to help the farmers last year," said E. J. Smiley, sec'y of the Kansas Grain Dealers, "will get \$2.50 back in October of this year, after all expenses of the pool have been paid. We are certain of that amount now. It may go even better."

PUBLIC OWNERSHIP of transportation and waterpower, said President Coolidge in what was regarded as his most important speech in the campaign, would more than double public debts. The deficit would have to come out of taxes and acquiring of ownership of these facilities by the government would prove a perilous undertaking.

Cutting Long Distance Telephone Costs.

Grain dealers can save themselves considerable time and money in executing their long distance telephone calls by making arrangements with the receivers they ship to, for station to station service. Low rates and quick results are achieved by this method.

In station-to-station service one telephone station is connected with another at a distant toll point. In such a call the person telephoning agrees to talk to anyone, regardless of who it is, that answers the correct number at the opposite end. Furthermore, he agrees to pay for the call. The telephone company does not attempt to connect him with any certain party, nor with any private branch exchange station.

To obtain this service it is only necessary to call the distant station by exchange and number telling the operator you want station-to-station service and will talk to anyone who answers. If the number is not known the local operator should be given the name and address of the place containing the called station.

The time of the call is calculated at the originating end from the moment the connection is established. This governs the charge and applies to the entire message. If the connection is not established no report charge is made and the attempt to call the distant station COSTS NOTHING.

Station-to-station day rates are in effect from 4:30 a. m. to 8:30 p. m.; evening rates are in effect from 8:30 p. m. to midnight; night rates are in effect from midnight to 4:30 a. m., at Chicago, Ill.

Evening rates are approximately one-half the day rates, with the time at the originating end controlling the charge. Night rates are approximately one-fourth the day rates. The minimum charge for both evening and night calls is 25 cents. The same provisions apply as for day rates.

When a call covers more than the allotted time granted by the telephone company approximately one-third of the initial period rate is charged for each additional minute or fraction of a minute over, on all classes of calls.

Compare this type of service with the person-to-person service which is in effect at all hours of the day or night. When a particular person or particular extension of a private branch exchange is called for, the rates are not reduced for evening or night calls. In every case a report charge is applicable if the person or extension cannot be connected with the calling party, or a chargeable conversation does not result. This amounts to approximately one-fifth of the rate between the point calling and the point called. In person-to-person calls the charges are about one-fourth higher than in station-to-station calls.

Report charges are applied on person-to-person service when the telephone company makes a report to the calling party, within an hour, that the distant party is "out" or "will return at a certain time," or gives a similar report due solely to the circumstances of the called party; when connection is established within an hour but the called party is absent from the called station, or refuses to talk, or refuses to accept reversal of charges, if such a demand is made; when the calling party refuses to talk at the time communication is established; or when the person called cannot be secured within an hour. The report charges are waived if the call is completed later in the day.

If the calling party wishes to reverse the charges he must so notify the operator at the time of the call. Look over the rules mentioned regarding station-to-station service again and not how much superior and more efficient they are than those later mentioned.

THE ESTIMATED incomes and expenses of the government for the coming fiscal year indicate that we can have a further reduction of taxes. —President Coolidge.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Springfield, Ill., Oct. 22.—The weather during the week just finished was warm and sunshiny with practically no rain and proved favorable for maturing the backward corn crop. Sunshine averaged 87% and temperature was 11 degrees above normal. About 80% of the corn is safe, as there has been no frost since Oct. 1. Approximately 85% of the winter wheat has been seeded and is coming up in fine shape.—C. J. Root, meteorologist.

Springfield, Ill., Oct. 17.—Weather conditions over the state for the past 2 weeks have been of Indian summer order. Ideal for maturing and drying corn and securing all late crops. Plowing and planting operations have made rapid progress, tho somewhat late due to the September rain delays. Soil conditions are fine. Corn has made good progress toward maturity. Due to uneven field conditions some will be soft or chaffy, but much less than seemed probable on Oct. 1. Damage in the north is offset by improvement in central and southern portions, where light frosts proved beneficial in stopping leaf growth. Seed corn is being gathered generally and special efforts are being made to insure a sufficient supply. A trifle over 70% of the Illinois crop is reported safe from frost. Small grain threshing has been completed. Oats proved a large crop, with quality somewhat lowered by frequent rains while in the shock, but testing heavy. Winter wheat seeding is progressing favorably and is 85% completed, with nearly half the crop up or coming up with uniform stand. Broom corn harvest is well advanced and yields vary, tho the quality is favorable.—A. J. Surratt, agricultural statistician.

INDIANA.

Newport, Ind., Oct. 13.—The corn crop here is very short this season. Farmers are turning to wheat and a large acreage is being planted.—Newport Grain Co.

Indianapolis, Ind., Oct. 17.—Ideal conditions for crops and farm work have prevailed since the Oct. 1 frost. Winter wheat sowing is nearing completion in northern counties and getting well under way in the southern portions of the state. Customary reports of fly damage to early sown wheat are beginning to circulate. Excellent stands of early sown winter wheat and rye are showing. Farmers are busy with corn. Frost damage to that crop was most intense on the fodder. A larger proportion than expected is reported safe from frost.—M. M. Justin, agricultural statistician.

KANSAS.

Oakley, Kan., Oct. 17.—Wheat is of fine quality this season, testing from 60 to 64 pounds to the bu.—Oakley Flour Mill.

Chicago, Ill., Oct. 15.—Weather continues favorable for crops and farm operations in central, northern and northwestern Kansas. Wheat realized higher yields than estimated and was of good quality. The yields and quality of corn are excellent, with little damage reported. In southern, southeastern and southwestern Kansas threshing of wheat is completed and seeding of the coming crop well under way, with promise of an acreage increased over this year by 10% to 20%. Corn is excellent, as is also kafir corn and milo maize.—S. H. Johnson, Vice-pres. C. R. I. & P.

MISSOURI.

Jefferson City, Mo., Oct. 13.—The Missouri corn crop matured slowly under cool weather, with a condition of 73% of normal, indicating an average yield of 27 bus. per acre, totaling 182,493,000 bus. upon the 6,759,000 acres planted. Last year the yield was 196,860,000 bus. upon 6,562,000 acres. Only 64% of the corn was fully matured on Oct. 1, compared to 83% last year, due to cool weather during September. Frost during the last days of September stopped growth in most fields. Wheat seeding is in progress, the weather having been too dry in

some of the northwest counties for breaking ground earlier. Seeding has been delayed by rains recently. Early sown fields are coming up in fine stands. Increased acreage is indicated in western and central counties.—Jewell Mayes, State Board of Agriculture.

MONTANA.

Coffee Creek, Mont., Oct. 19.—Some fields of wheat yielded as high as 60 bus. to the acre and any amount of them yielded 40 bus. per acre.—H. G. Renish, pres. Judith Basin Grain Co.

NORTH DAKOTA.

Appam, N. D., Oct. 16.—Wheat is averaging 18 bus. to the acre. Very little durum is being grown in this locality. Rye is producing about 20 bus. to the acre. Flax is poor, due to wild oats. Wheat is very poor in gluten this season and is selling at only 3 and 4 cents above the December futures. It is grading mostly Northern Spring, but as all other elevators are buying most of it on the Dark basis, we do the same, tho it gives us small margins.—L. E. Broe, mgr. Farmers Elevator Co.

OKLAHOMA.

Oklahoma City, Okla., Oct. 10.—Corn has matured and harvesting is on in all sections. Some corn has already been shipped. The crop is good, with the exception of a small acreage which was planted late and did not recover from the dry weather earlier in the season. The condition on Oct. 1 was 75% of normal, promising a yield of 22½ bus. per acre and a total yield of 73,440,000 bus. Grain sorghums have matured favorably, the rains during September proving a considerable benefit. The condition is 85%, forecasting a yield of about 22 bus. per acre and a total production of 29,614,000 bus., compared with 18,276,000 bus. last year.—C. H. Robinson, agricultural statistician.

The Buckwheat Crop.

Washington, D. C., Oct. 10.—The Oct. 1 condition of buckwheat was 81.3% compared with 77.6% a year ago.—U. S. Department of Agriculture.

Washington, D. C., Oct. 1.—Buckwheat is 101%, considering 100% as average, not normal.—W. F. Callander, statistician, U. S. Department of Agriculture.

Indianapolis, Ind., Oct. 12.—Buckwheat declined 5 points in September to 80% of normal. The forecast is 116,000 bus. Production last year was 102,000 bus.—U. S. Department of Agriculture co-operating with Indiana Legislative Reference Bureau.

Kansas Corn Situation.

Down in the Kansas corn belt the greatest problem seems to be that of how best to dispose of soft, unmerchantable corn. About 90% of the crop seems to have matured without material frost damage and October estimates indicate about the same percentage of the crop will be of merchantable quality this year as last.

The trade is looking to the great plains states

of the Mississippi Valley for its corn surplus. Those states have considerable soft corn, which must necessarily be fed and marketed on the hoof. Kansas will have one of the best keeping, feeding and seeding corn crops in the country, and the state is wondering whether "to feed, or not to feed."

Eastern and northern corn belt states are already making inquiry for Kansas seed corn. Seed will find a ready sale and prove a good source of revenue and prosperity.

Crops Abroad.

Paris, France.—M. Sicot, a Paris statistician, estimates the French wheat crop this year at 38,200,000 qrs. (305,600,000 bus.), compared with the final official report on last year's crop, 34,450,000 qrs. (295,600,000 bus.).

Reports indicate that the flax crop of Cyprus will be 10% less than last year, says R. A. May, trade commissioner of the Department of Commerce. Cereals, cowpeas, beans and sesame will be about 30% less than in 1923. Other crops have displaced them.

Mexico's outlook for crops is discouraging. Lack of adequate rainfall in the central plateau regions, where agriculture is most intensively developed, will limit the corn crop seriously, and prevent extensive planting of wheat. A plague of grasshoppers in Vera Cruz is doing considerable damage.

The Spanish wheat crop estimate has been revised downward by 10,000,000 bus. Production is now placed at 126,000,000 bus., compared with last year's 157,000,000 bus. Rye will probably produce 30,000,000 bus., compared with 28,000,000 bus. in 1923; oats, 25,000,000 bus., compared with 40,000,000; corn, 26,000,000, against 24,000,000; and cleaned rice, 149,695 short tons, compared with 165,048 short tons last year.

Rice production in 10 countries is estimated at 15,347,139 short tons of cleaned rice, compared with 14,274,200 short tons last year. These 10 countries reporting produced 24% of the world crop last year, exclusive of China. The estimated figures for the United States are 448,500 short tons, compared with 461,889 tons last year; Japan, 9,120,430 tons, compared with 8,712,520; Java and Madura, 3,862,459 tons, compared with 3,359,815 last year.

Special Representative H. B. Smith, who reports crop conditions in various countries, says rains in United Kingdom, France, Belgium, Holland and Germany have delayed threshing and farm deliveries and have deteriorated the quality of the cereals. Corn in Hungary will prove above last year's average. Austria will produce 8,900,000 bus. wheat; 16,500,000 bus. rye, and 7,600,000 bus. of barley, according to official estimates. Reliable opinions indicate Denmark's wheat crop is slightly under average, rye well below average, barley and oats slightly above. The cereals of Sweden are well below average. Latest estimates on Italy's wheat indicate 165,000,000 bus. Adverse weather conditions make Germany's out-turns extremely doubtful.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.														
	Oct. 10.	Oct. 11.	Oct. 13.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 20.	Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.	
Chicago	145½	142½	.....	146½	151½	149½	151	150½	145½	146½	147½	144½	141½	
Kansas City	136½	134½	.....	137½	142½	139½	141½	140½	136½	137½	138½	135½	132	
St. Louis	145	142½	.....	145½	149½	147½	149½	148½	144½	145½	145½	143½	140	
Minneapolis	144	140½	142½	144½	149½	147½	148½	146½	142½	142½	144	141½	137½	
Duluth (durum)	143	140	141½	143½	148½	146½	148	147½	143	143½	144½	142½	138½	
Winnipeg	152½	148½	151½	152½	157	153½	156	154½	150	151½	152½	149½	146½	
Milwaukee	145½	142½	.....	146½	151½	149½	151½	150½	145½	146½	147½	144½	141½	
DECEMBER CORN.														
Chicago	111½	111½	.....	112½	113½	109½	109½	109½	106½	108½	107½	105½	101½	
Kansas City	103½	103½	.....	103½	105½	101½	101½	100½	98½	100½	99½	97½	94½	
St. Louis	111	110½	.....	111	112	108½	107½	107½	105½	106½	106½	104½	100½	
Milwaukee	111½	111½	.....	112½	113½	109½	109	109½	106½	108½	107½	105½	101½	
DECEMBER OATS.														
Chicago	54½	53½	.....	54½	55½	54½	54	54½	52½	52½	52½	51½	48½	
Kansas City	55	53½	.....	54	54½	53½	53½	53½	52	51½	51½	51½	48½	
Minneapolis	50	48½	48½	49½	51	49½	49½	48½	47½	48	47½	46½	43½	
Winnipeg	64	62½	64½	63½	65½	63½	64½	63½	60½	60½	61½	60½	57½	
Milwaukee	55	53½	.....	54½	55½	54½	54	53½	52½	52½	52½	51½	48½	
DECEMBER RYE.														
Chicago	103½	127	.....	131½	135½	133½	134½	135	131½	131½	130½	130½	125½	
Minneapolis	119½	117½	117½	120½	125	123	123½	123½	120½	120½	120½	119½	115½	
Duluth	124½	120	.....	125½	129	127	127½	128½	125	125½	125½	124½	119½	
Winnipeg	128	125½	126	127½	131	128½	130½	129½	124	124½	126½	125	117½	
DECEMBER BARLEY.														
Minneapolis	88½	86½	87½	89	90½	89½	89½	88½	86½	85½	85½	85	80	
Winnipeg	91½	90½	92½	92½	93½	91½	92½	90½	89½	87½	89½	87½	83	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Oakley, Kan., Oct. 17.—The grain business has been very good here, but is slowing up to some extent now.—Oakley Flour Mill.

Mount Vernon, Ind., Oct. 13.—The first corn of this season's crop was received by the Mount Vernon Milling Co. this morning.

Lebanon, Kan., Oct. 16.—Business is picking up in pretty good shape. We expect to be shipping livestock again soon.—Lebanon Farmers Union Co-operative Ass'n.

Berlin, N. D., Oct. 17.—We are enjoying a nice business, having handled 130,000 bu. of grain to date. About half of the grain is still on the farms.—Equity Elevator & Trading Co.

Coffee Creek, Mont., Oct. 19.—I have handled 110,000 bus. of wheat this season. My season's run will be about 125,000 bus.—H. G. Renish, pres. Judith Basin Grain Co.

Los Angeles, Cal.—Carloads of wheat received at this market during September were 198; barley, 150; corn, 95; oats, 44; compared with receipts a year ago, wheat, 329; barley, 129; corn, 88; oats, 54.

Oklahoma City, Okla., Oct. 10.—Good weather at harvest time and high prices hastened the rate of marketing. It is estimated that 75% of the wheat crop was marketed by Oct. 1. This is 5% more than on Oct. 1 last year.—C. H. Robinson, agricultural statistician.

San Francisco, Cal., Oct. 11.—Receipts of grain in tons at this market during September were: wheat, 8,760; barley, 32,871; oats, 1,277; corn, 10,090; compared with receipts a year ago, wheat, 4,488; barley, 67,834; oats, 681; and corn, 1,832.

Jefferson City, Mo., Oct. 13.—Marketing the

1924 wheat crop progressed about as usual, with 64% of that threshed sold from the farms by October, compared to 62% last year. The range is from 56% in central counties to 74% in the northwestern.—Jewell Mayes, State Board of Agriculture.

New Orleans, La., Oct. 11.—Receipts at this market during September in bushels were wheat, 4,344,416; corn, 175,897; oats, 61,436; compared with wheat, 649,064; corn, 145,216; oats, 44,010 in September, 1923. Shipments were wheat, 3,711,226; corn, 175,897; oats, 61,436; compared with a year ago, wheat, 649,064; corn, 145,216; oats, 44,010.

Montreal, Que., Oct. 13.—Receipts of grain in bus. at this market during September were wheat, 14,559,804; corn, 37,865; oats, 1,846,306; rye, 1,970,240; barley, 478,753; compared with receipts a year ago, wheat, 10,700,457; corn, 211,914; oats, 1,211,708; rye, 2,122,599; barley, 1,439,524. Shipments amounted to wheat, 14,894,665; corn, 2,032; oats, 1,211,708; rye, 1,743,478; barley, 556,720; compared with shipments a year ago, wheat, 7,984,673; oats, 1,049,414; rye, 1,201,159; barley, 1,534,525.

Minneapolis, Minn., Oct. 11.—Receipts of grain at this market during September, in bushels, were wheat, 19,947,280; corn, 730,810; oats, 12,789,580; barley, 3,912,530; rye, 1,391,870; compared with a year ago, wheat, 16,352,850; corn, 293,150; oats, 4,587,190; barley, 2,417,480; rye, 1,391,870. Bus. of grain forwarded from this market were wheat, 8,152,870; corn, 364,270; oats, 1,151,660; barley, 3,037,640; rye, 4,526,670; compared with September, 1923, wheat, 5,713,950; corn, 128,980; oats, 1,794,710; barley, 1,721,430; rye, 184,980.

Millers Meetings.

Pres. Sydney Anderson and Sec'y A. P. Husband, of the Millers National Federation will attend the following group meetings of millers during the remainder of October and November: Ogden, Utah, Weber Club, Oct. 30, at noon. Los Angeles, Cal., Biltmore Hotel, Nov. 3. San Francisco, Cal., Nov. 5. ((Meeting place and hour to be determined later). Portland, Ore., Chamber of Commerce, Nov. 7, 10 a. m. Great Falls, Mont., Rainbow Hotel,

Nov. 14, 2:30 p. m. Minneapolis, Minn., New Nicollet Hotel, Nov. 19, 2 p. m. Omaha, Neb., Omaha Chamber of Commerce, Nov. 21, 2 p. m. At each of these meetings a regional director of the Federation will preside.

Grain Movement Abroad.

Washington, D. C.—The Peruvian government has exempted corn from duty at the port of Callao. Prices in the country are under government regulation due to scarcity.

The French government has organized a centralized grain bureau thru which purchases of foreign wheat will be made. A cabinet meeting approved the idea. French requirements have been estimated at 73,000,000 bus.

Grain growers of Russia are marketing their supplies slowly in many parts of the country. In other parts a serious deficiency of rolling stock prevents the moving of grain. Growers are selling oil seeds in preference to wheat and rye as better prices are obtainable. In Ukraine, growers not only hold their own stocks, but make purchases in hope of profiting later on.

Europe is buying heavily of breadgrains, particularly Germany, Netherlands, England and Belgium, due doubtless to the possibility of a shortage and the poor quality of domestic crops. Germany is buying considerable rye. Italy recently entered the market in order to increase her volume of supplies. France is purchasing foreign wheat slowly, mainly for flour re-export. Heavier imports into Sweden are expected due to the disappointing outlook for the Swedish crop. Germany's purchases of hard winter wheat from the United States were fully equal if not in excess of pre-war volume during September. United States appears to be the only source supplying rye. Canada offers little. The trade expects very little grain from Russia or Danube countries.

Yugoslavia has been the most important competitor of Hungarian agricultural products in the Czechoslovak market, says the Gazette de Prague, dated Sept. 17. Hungarian agrarians accuse Yugoslavia of favoring exports of flour, the export duties for flour being only 40% of those on grain, while in Hungary the export duties are the same for both grain and flour. As a result Yugoslav competition is acutely felt. Since Yugoslavian currency is weak the exports to Czechoslovakia, which are paid for in Czechoslovak crowns, are the more favorable. Hungarian millers are still operating on the basis of 20% to 30% of capacity and no relief is in sight. Czechoslovakia and Austria, even tho they allow unimpeded imports of Hungarian grains, are increasingly inclined to protect their own milling industries. During July Hungary exported to Czechoslovakia 8,800 metric tons of wheat, 2,100 metric tons of other cereals, 10,700 metric tons of wheat flour.

United States Exports Increasing.

A notable increase in the capacity of world markets to absorb American products is reflected in an analysis of the world trade of the United States for the first six months of the current year made by the Foreign Commerce Department of the Chamber of Commerce of the United States.

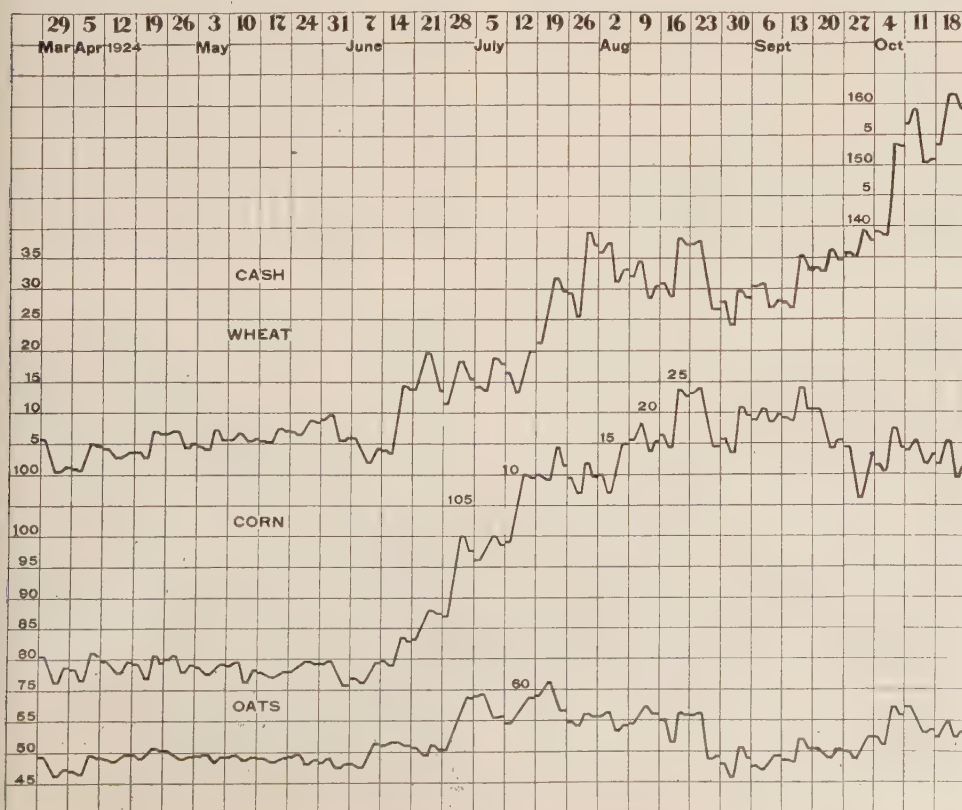
Twenty-five out of thirty leading markets for American merchandise made larger purchases during the first half of 1924 than during the same six months in 1923. Among these is Russia, whose purchases from the United States consisting chiefly of raw cotton, show an increase of 396%.

"Exports to Great Britain, our best customer," says the analysis, "increased from \$371,139,000 to \$387,669,000. Germany, our third best market, took nearly 10% of our total exports, her purchases increasing from \$143,798,000 to \$205,422,000. Exports to Japan increased from \$110,468,000 to \$129,590,000; and purchases by France from \$120,104,000 to \$128,256,000. Shipments to China were 32% larger than a year ago, increasing from \$50,195,000 to \$66,402,000.

"Exports to Canada dropped from \$329,459,000 to \$279,221,000—a decrease of more than \$50,000,000, or 15%. Argentine purchases from us were \$6,090,000 lower than a year ago, while Norway's decline was 44%, or \$7,326,000. Slight declines were sustained by Cuba and Chile."

Cash Wheat, Corn and Oats Fluctuations from Mar. 24 to Oct. 18.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



The Relative Economy of Feeding Factory Mixed and Home Mixed Rations

Address Delivered by Robert W. Chapin, at the Annual Convention of the Association of Feed Control Officials, Washington, D. C.

In comparing a good home mixed ration, which a practical feeder had devised from his experience, and which he had carefully tested for results, with one type of a commercial mixed feed, evolved on paper, mainly to sell at a price, I should expect better results from the good home mixed ration.

Unfortunately, there are just as many home mixed rations devised from tables, and not from practical experience and definite tests, as there are commercial rations, so this discussion must cover the entire subject of feeding for low cost of milk production whether the dairyman uses home mixed rations or those made by a manufacturer for his convenient use.

Let us first define a good dairy ration. It must be palatable, keep the cow in good condition, and make milk up to the natural maximum capacity of the cow. It must make milk economically, viz., at a low cost per 100 lbs. of milk.

In determining the relative value of one ration compared with another, the total amount of feed used per day divided by the number of pounds of milk produced, will quickly show how much feed it takes to produce 100 lbs. of milk.

When grain and feed prices advance, it is just human nature, to look for something "cheaper," that is, less cost per ton.

If, however, such lower cost feeds, have to be fed in larger quantities to keep up the milk production, then instead of being "cheaper," they may be more costly. This is a question of fact which the farmer can determine for himself.

To illustrate how easy it is to make a comparison between two rations, each costing different price, I will give the figures from a recent test at the Canton, New York, State School of Agriculture.

Ration No. 222, Production from 5 cows for 30 days: 1,726 lbs. produced 5,779 lbs. milk, or 30 lbs. feed produced 100 lbs. milk.

Ration No. 333, 1,658 lbs. feed produced 4,957 lbs. milk, or 33½ lbs. feed produced 100 lbs. milk.

I shall purposely disregard at this time the difference in total milk produced and deal only with the cost of production, of the milk actually made.

The ration No. 222 cost \$2.70 per cwt., so it cost 81c to make 100 lbs. of milk (grain cost).

If ration No. 333 could be purchased at \$2.42 per cwt., then it would make milk at the same cost.

33½ lbs. of milk @ \$2.42 = 81c for grain cost.

The market price at that time for this No. 333 ration was \$2.60 per 100, so that while the cost per bag was 10c less, and consequently looked "cheap," yet on the basis of its value for milk production, it was 18c per bag, or \$3.60 per ton higher than the other ration.

Farmer Can Make Own Tests.—I have used the figures in this test to illustrate two facts. That any farmer can follow out the method used in this test easily and compare one ration with another for economy in milk production, without the slightest knowledge of digestible nutrients, the ingredients, or the chemical analysis. He can do this with two different home mixed rations, or he can compare his home mixed ration with a commercial ration.

Because of the fact that cows differ, one from another, so materially in their protein requirements, and also because the nature and the quality of the roughage available is an important factor, the dairy farmer who determines for himself, just what a particular ration will do for his herd, and with his roughage, will always secure much more accurate knowledge than will be the case if he accepts the word of any manufacturer, that a certain ration will produce a certain amount of milk. He may be told that 25 lbs. of A B C Ration will produce 100 lbs. of milk, while by making his own test he may find it will require 40 lbs. of this A B C Ration to produce 100 lbs. of milk, and at the same time maintain milk production.

Exactly the same condition prevails with regard to any ration suggested to him by outside feeding authorities, no matter whether this comes from a cow tester, the State College, or a farm paper.

No one has yet acquired enough knowledge, nor is such knowledge available in any text book, to determine in advance, what the milk production will be from a combination of various feeds, until such a combination has been tested on dairy cows.

The fact that one feed has the same chemical analysis as another, as regards protein, fat, etc., is no guarantee that it will produce the same results.

Furthermore, the fact that it has the same amount of so-called digestible protein, or digestible nutrients as another feed is no guarantee whatever, as I shall show you shortly.

Fallacy of Open Formula.—It is upon this fallacy that the whole idea of the "open for-

mula" is based. The only thing that can be known with reasonable certainty, is that if a combination of certain feeds is made into a ration, tested for results for milk production, and the results noted; then this same combination of feeds, without any modification whatsoever, will give equivalent results in the production of milk, with the same breed of cows, having the same fat test in their milk, provided also the same roughage is used.

Substituting in a ration 11.1 lbs. of linseed meal to replace 10 lbs. of cottonseed meal, or vice versa (each has 3.34 lbs. of so-called digestible protein), is one of the favorite indoor sports in making up rations.

What the cow may do, when the ration is thus changed, is another story.

The dairyman who compares one ration with another on his own farm, can secure more complete knowledge of the value of a ration, as far as his needs are concerned, than any one else can possibly give to him.

If he does nothing else but take one day's record and finds that he is feeding 300 lbs. of ration to get 800 lbs. of milk—(with Holstein cows and good roughage) he has taken the first step in real knowledge. If a feed manufacturer is advertising that he is making a ration, 200 lbs. of which will produce 800 lbs. of Holstein milk, then the farmer only has to test it and find out whether it is so—and if it is, then he can easily tell whether he can save money by using such a ration, no matter whether it is 20%, 25% or 30% protein.

In the current year, 1924, it is a fair estimate that the farmers in New York State will purchase grain and feed for their dairy cattle at a cost to them of more than \$40,000,000. It is likewise an equally fair estimate, in fact a moderate one, to state that \$5,000,000 of this amount represents an economic waste, that is, money unnecessarily spent for milk production.

Thanks to the work of Cornell University, we have their Bulletin No. 409, published April, 1922, entitled, "An Economic Study of Dairying on 149 Farms in Broome County, N. Y."

I shall give you from this Bulletin, certain very significant facts.

For the needs of 2,058 dairy cows, mainly Holsteins, there was purchased, and fed during the winter period, 1307.2 tons of grain and concentrates.

This was fed and produced milk at the rate of 42.8 lbs. per 100 lbs. of milk. Eighty-five per cent of the rations fed were home mixed.

After making due allowance for young cows, old cows, and various "dirt farm" conditions, I shall make the statement, that with a properly combined ration, either home mixed or commercial, the same milk production could have been secured, by feeding 28 lbs. of grain per 100 lbs. of milk instead of 42.8 lbs., as actually fed.

This would require the purchase of 917 tons of the better ration instead of the 1307.2 tons actually used.

At a cost of \$44.00 per ton for the ration used, 1307.2 tons would cost.... \$57,516.80
We have never seen the time when a good ration cost over 25% more than an ordinary one (and usually the difference is less), but we will take the outside figure 25% more, and make the price of the better ration \$55.

At a cost of \$55 per ton for the better ration, 917 tons would cost..... 50,435.00

Or a saving of..... \$ 7,081.80
which is 12½% of the money spent for purchased grain and feed.

No reference is made in this bulletin to any improvement in feeding methods between the time this data was originally collected, and the time the bulletin was published.

If this has occurred, I shall be inclined to credit it to a greater use of the better kinds of commercial mixed feeds.

So that you will not consider these figures exceptional, or peculiar to any one section, I will state briefly that similar, officially compiled data, shows that the grain ration used during the winter feeding months was as follows, the figures given being the quantity used, to make 100 lbs. of milk.

In Illinois on the average farm.... 44 lbs.

In Indiana on the average farm.... 48.6 lbs.

There are figures available from a number of other states which indicate similar conditions.

Feed Formulas on Incorrect Basis.—With all the information given to the dairyman through farm papers, and by State College bulletins, why are not his home mixed rations better than they are?

To my mind, and what I will say to you will be based on determined facts, the present entire structure of feeding instructions and feed formulas is on an incomplete, and consequently on an incorrect basis.

The science of feeding for milk production is very recent. Gruven, a German, in 1859, is said to be the first man who suggested compounding dairy rations, with reference to the actual amounts of the different nutrients, such as protein, carbohydrates and fat.

Not very much later, Henneberg suggested that only the digestible nutrients be considered in the calculation of rations.

Gradual progress was made, both in Europe and in this country, and commencing about 1900, up to 1912, a series of experimental tests were made by American research workers, to provide more complete data for the digestibility of the proteins, carbohydrates, fat and fibre, in grains, feeds, and roughage. The great majority of these tests were made with sheep, for two reasons; one, that it was much easier, from the standpoint of convenience, to use sheep in these tests; and the other reason was the assumption which has since been proven to be incorrect, that the digestibility of a feed was the same in sheep as in the milking dairy cow.

Other tests were made with cattle at rest, but as far as I can learn, it was not, at that early date, considered necessary to make these digestion tests specifically in connection with dairy cows giving milk.

Many of these tests were made by the Massachusetts Experiment Station, and other tests were made at the New York Agricultural College, and by the United States Department of Agriculture. These various reports have been compiled and averaged with a great deal of labor. The most complete combined tables are those given in the book, "Feeds and Feeding," by Henry and Morrison, and these are the tables most generally used.

In making a comparison of the tables given in this book (edition of 1915) with a similar table in the edition of 1923, there is, so far as I can judge, by a rather detailed examination, no important change in 1923 from the figures used in 1915.

What has happened since 1915. From a research bulletin, published April 27, 1915, by Hart and Humphrey, I quote the following:

"In all the work that has been done on the protein requirements for milk production, no attention, so far as we are aware, has been given to the quality of the proteins used. Total digestible protein has been the guide."

This word "quality," which has since been much used, has a special technical meaning. Its meaning will perhaps be made clearer by the use of two words, "combining properties."

To further convey this thought, I quote from Dr. Hart: "It is a fallacy to condemn a feeding material, because when used alone, or when used with certain other feeds, the results are unfavorable. If combined with still different feeds, the results may be entirely satisfactory."

Also, to quote from Dr. Armsby: "For years the protein of feeding stuffs has been treated as if it were a single chemical substance. The more recent investigations into the chemistry and physiology of the proteins have resulted in an entire change of views. Both maintenance and milk production requires not protein as such, but certain amounts and proportions of the different amino acids."

The amino acids derived from corn are different in kind, and in amount, from those derived from cottonseed meal. Every kind of feed, grain and roughage, varies in this respect.

If this more modern conception of the science of animal nutrition is correct, and I may say it has been proven correct by many hundred experiments since 1915, then these H. & M. tables, which assume to give a definite factor of protein digestibility for each kind of grain, feed, or roughage, are no longer authoritative for compounding dairy rations. Correct figures can only be given after testing combined group of feeds with milking cows and then such figures only apply to exactly that combination.

What facts can be offered to justify this statement, that the H. & M. tables are incorrect to use as basis for formulating dairy rations? Perhaps the first research worker to demonstrate by actual experiment, and also call attention to the fact, that the results he obtained did not agree with the H. & M. tables, was Prof. C. H. Eckles of Missouri.

In his Research Bulletin No. 4, dated 1911, he gives complete figures showing that with the Jersey cows tested, when fed for milk production, where the book figures called for a protein digestibility of 70.2%, the actual digestibility was 59.7%.

The subsequent experiments clearly demonstrate the inaccuracy of these H. & M. Protein Digestion Tables for combined rations. Results from a sufficient number clearly show their inaccuracy and prove that there is a wide difference between the H. & M. figures and those obtained by very careful tests made with dairy cows.

From these figures it will be seen that in the 36 Forbes experiments, the "book" digestibility is too high by 25%.

And in the 32 experiments by Hart, the difference was practically the same, the "book" digestibility being 23% above the actual figures.

All of the feeds used were individually analyzed—in fact, every detail of these experiments was accurate and exact, as we would expect

with Dr. Forbes and Dr. Hart supervising them.

They were made with various combinations of feeds and roughages, including alfalfa, clover, timothy, corn stover and silage, for the roughages used, and corn meal, linseed meal, cottonseed meal, bran, gluten feed, distillers' grains, for the concentrates. The rations were fed to several types of cows including Holsteins, Ayrshires, Jerseys and Guernseys. The experiments by Dr. Hart covered a period of 4 years, and those by Dr. Forbes an equal length of time, so any factor of experimental error may be considered eliminated.

One may well wonder why these H. & M. digestion tables have been so much quoted and used, and even after the experiments just quoted were common knowledge. The explanation which Dr. Armsby offers is perhaps a correct one.

"The human mind craves a recipe, and there has been a persistent tendency to substitute for the study of the principles of nutrition, a series of studies in applied arithmetic."

However, when one is doing sums in arithmetic, it is well to be sure that calculations are not being made on the basis of 44 inches to the yard, when the correct figure is 36.

No consideration of the dairy ration problem can be complete without some reference to the "open formula" rations, which have been so much in the limelight for the past three years.

Open Formula Rations are now being furnished from one common manufacturing source, to six different groups of cooperative organizations. The appeal to the dairyman to buy the "open formula" ration has been an appeal to three motives.

An opportunity for saving, by avoiding the costs of distribution through the retail dealer. An opportunity for profit by successful speculation. A feed of supposed superior quality, the published claim being "these formulas represent the best judgment of the feeding experts of the 14 Eastern Colleges of Agriculture."

Cutting out Middleman, but not the Expense.—As the plan followed has worked out, there is no saving in the cost of distribution, due to the fact that the overhead cost of the central offices of each organization, plus the \$1.50 per ton or \$2 per ton allowed the local agent who supervises the unloading and collects the cash payments, is equal to an amount, which any retail dealer would be glad to accept, and find profitable, could he sell for spot cash and car door delivery. If the farmer understood that this central office expense plus the local agent's charge, amounted to nearly \$3 per ton, he would not be so impressed with the idea of "cutting out the middleman."

As to the opportunity for profit by successful speculation, it may be said "important if true." In a circular issued urging farmers to buy under this plan, the statement is made:

"Nine years out of ten, feeds are cheaper in summer than in winter, and the difference over a series of years averages about \$5 per ton."

If this were a correct statement, or even in accordance with easily ascertained facts, everybody who is now speculating in grain or stocks ought to know of this opportunity for such a sure thing in the way of profits.

This speculative appeal has developed a really humorous aspect this fall. The Pennsylvania Coop. Organization "points with pride" in their public advertisements to the fact that they have purchased the winter supply for their members during the summer months and all should be well.

The Eastern States Exchange has, I am told, informed its members that they did not purchase feed this summer because it was too high and that they expect to buy the feed required, at a lower figure, later on in the fall or winter. Speculation in feed "by the calendar" is apparent just as much of a problem, as making up rations by arithmetic.

Now as to the much discussed "open formula." There is no real reason why these large co-operative organizations, backed and directed as they are by men of standing in the agricultural field, should not have done more than they have for their members.

What has been the stumbling block? To my mind it has been an endeavor to name a low price per ton on the feed furnished, to justify the promise of speculative profits, rather than determination to furnish a feed which would make milk at a low cost per 100 lbs.

If a recent trade paper item is correct in stating that the profits made in two years, by the central mill making these feeds, was \$1,750,000, it would seem as if it might have been possible to supply better feeds than those furnished to the members of these co-operative organizations.

Test of "Open Formula" Feed.—As the whole purpose of this paper is to deal with ascertained facts, I will give the results of a test, made from April 14, 1924, to May 14, 1924, at the New York State School of Agriculture, Canton, N. Y.

A group of twenty cows was used to test out four feeds. None of these feeds were manufactured by my firm, so these facts are given without any personal interest on my part.

Of the four feeds tested, one was the GLF Milkmaker 24% feed, the original open for-

mula. The showing which the feed made was as follows:

Total milk produced:

The "Open Formula," 24% feed, produced the least milk of any of the four feeds tested, the quantity being 14% less than the ration making the best showing.

Pounds of feed required to make 100 lbs. of milk:

The "Open Formula," 24% feed, required 33½ lbs. of feed to make 100 lbs. of milk. Another feed, a 20% "secret formula," required 30 lbs. of feed to make 100 lbs. of milk.

As previously shown, this would make the valuation of the "Open Formula" feed \$5 per ton less than the 20% feed, for economy in milk production, without taking into account the loss in milk.

The fact that State Institutions with their facilities for accurate work, are testing specific rations for comparison, one with another, is one of the most encouraging signs of progress in the right direction. Such tests are worth a hundred-fold more to the dairy industry of this country than what Dr. Armsby termed "studies in applied arithmetic."

We may see the day when any trade marked ration offered for sale, whether a private or public formula, will not be licensed unless officially tested, not for "digestible proteins," but for rate of milk production. In the meantime, the dairyman can very easily determine what any ration will do, with his own cows. To the extent that he does this, before he decides whether the cost per ton is high or low, he will solve for himself one of the vital problems of this nation wide industry.

Tentative Grades for Soybeans.

Tentative grades for soybeans have been worked out by the Bureau of Agricultural Economics, Washington, D. C., and are being brought to the attention of various boards of trade and merchants exchanges thruout the territories where soybeans are raised. It is hoped they will be used, even tho tentative, on this year's crop.

At the annual meeting of the Grain Dealers National Ass'n a resolution was passed to support the Bureau of Agricultural Economics in the issuance of the tentative grades. Those prepared follow:

GRADE SPECIFICATIONS FOR SOY BEANS.

Soy beans shall be dry threshed beans of any variety of soy beans which contain not to exceed 25% of foreign material as defined in these standards.

All determinations of factors entering into the grading of soy beans shall be made on the basis of the original sample of beans.

Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Percentage of moisture in soy beans shall be that ascertained by the moisture tester and the method of use thereof described in Handbook U. S. G. S. A. Form No. 90, revised September, 1922, issued by the United States Department of Agriculture, Bureau of Agricultural Economics, with the following specifications added: 150. CC of oil and 100 grams of beans shall be used in the flask and the flame shall be extinguished at 175 degrees centigrade, or that ascertained by any device and method giving similar results.

The test weight per bushel shall be the test weight per Winchester bushel, as determined by the testing apparatus and the method of use thereof as described in Bulletin 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Mottled soy beans shall include all sound yellow and green soy beans with brown or black discolorations or splotches on the seed coat.

Damaged soy beans shall be all soy beans which are distinctly injured by weather, frost, heat, insect, disease, or otherwise. Soy beans with cracked skins shall not be classed as damaged.

Split soy beans shall be soy beans which are split or broken in two, including pieces one-fourth the size of a whole soy bean or larger.

Foreign material shall be all matter other than soy beans and shall include small pieces of soy beans less than one-fourth the size of the whole soy beans.

Classes of Soy Beans.

Yellow Soy Beans shall include all yellow soy beans of the Mammoth Yellow, Midwest, Manchou, Ito San, A. K., Hollybrook, Haberlandt and all other varieties of a similar color and may contain not more than 5% of soy beans of other color. A slight tinge of green or olive green on the beans shall not affect their classification as yellow soy beans.

Green Soy Beans shall include all green colored soy beans of the Morse, Medium Green or Guelph, and all other varieties of distinct green color, and may include not more than 5% of soy beans of other colors and may be slightly yellow tinged.

Brown Soy Beans shall include all light and

dark brown soy beans of the Virginia, Mammoth Brown, Early Brown, Biloxi and all other varieties of a solid brown color and may not contain more than 10% of soy beans or other colors.

Black Soy Beans shall include all black soy beans of the Wilson, Peking, Wisconsin black, Tarheel black, Laredo and all other varieties of a solid black color and may contain not more than 10% of soy beans of other colors.

Mixed Soy Beans shall include the Black Eye-brow variety and any mixtures of soy beans not provided for in classes yellow soy beans, green soy beans, brown soy beans and black soy beans. The grade designation of Mixed Soy beans shall include successively the number of the grade or the words "Sample grade," the words "mixed soy beans" and in the order of its predominance, the name and approximate percentages of each of at least two classes, including the "Black Eyebrow" variety as one of such classes, if it predominates in the sample.

GRADE REQUIREMENTS FOR SOY BEANS.

The classes yellow soy beans, green soy beans, brown soy beans, black soy beans and mixed soy beans shall be divided into five grades for each class, the designation and requirements of which shall be as follows:

Grade.	Condition and general appearance.	Minimum test weight per bu. Pounds.	Moisture content. Per cent.	Maximum limits of	
				Splits, damaged beans and foreign material. Per cent.	Foreign material. Per cent.
No. 1	Shall be cool and of natural odor and good color	58	14	3	0.5
No. 2	Shall be cool and of natural odor and may be slightly weatherstained or 20% mottled*	56	15	6	1.0
No. 3	Shall be cool and of natural odor and may be weather stained or 50% mottled*	54	16	12	2.0
No. 4	Shall be cool and may be badly weather stained or mottled,* and may be slightly frosted or immature	52	16	18	3.0

Sample Grade—Shall be soy beans which do not comply with the grade requirements of No. 1 to No. 4, inclusive, or which may have any commercially objectionable foreign odor, or are sour, heating, hot moldy, infested with live weevils or other insects injurious to stored soy beans or are of otherwise distinctly low quality.

*The term "Mottled" applies only to "yellow soy beans" and "green soy beans."

A summary of 233 samples of soybeans taken from the states of Illinois, Indiana, Missouri, Iowa, South Dakota, Virginia, Maryland, Delaware, South Carolina, and North Carolina shows that the average percentage in Grade 1 was 7; Grade 2, 22; Grade 3, 29; Grade 4, 23; Sample Grade, 19; per cent in Grade 3 or higher, 58.

The Bureau of Agricultural Economics, U. S. Department of Agriculture, Washington, D. C., requests criticism of these grades that they may be revised to meet the soybean situation as well as possible.

Unifying Control of Canadian Elevators.

Placing the control of the terminal grain elevators, now respectively operated under the authority of the harbor boards of Montreal, Quebec and Vancouver, the grain commissioners at Port Arthur, also covering Fort William, at Moose Jaw, Saskatoon, Calgary and Edmonton and the railway department at Port Colborne under one single administration, is expected to be recommended in the final report of the Grain Inquiry Commission.

A shipment of grain from Port Arthur to Montreal may now be handled by three different authorities, each following its own system. A recommendation for unifying these systems under a single administration is directly in line with the Grain Inquiry Commission's interim report regarding Vancouver.

Hanford Street Terminal of Port of Seattle.

Of the seven terminal units operated by the Commissioners of the Port of Seattle, at Seattle, Wash., one is designed to handle grain in bulk as well as sacked grain and is known as the Hanford Street Terminal.

Grain is received into the elevator over two railroad tracks, one passing thru the work house and the other just outside, and is loaded into vessels by two longitudinal conveyor belts carried along the dock for 780 ft., four movable spouts directing the grain into the holds of ships lying alongside the wharf.

The building, including the cupola, is entirely of reinforced concrete, consisting of work house and storage annex. The first unit was completed Sept. 1, 1915, and the second unit, of 500,000 bus. storage capacity, was completed in January, 1918, making a total capacity in the annex of 1,100,000.

The work house is 36x72 ft. and 160 ft. high above the railroad track. Power shovels unload bulk grain from two cars at a time into two receiving sinks, and it is possible to unload four cars an hour. Each receiving pit has one elevator leg of 6,000 bus. capacity per hour. In the top of the work house grain from the legs goes to 1,600-bu. garner and then to four Richardson Automatic Scales of a capacity of 10,000 bus. each per hour. Two of these scales are for receiving and two for shipping. Grain is delivered from the work house to the storage annex by means of three 36-inch belt conveyors having movable trippers.

The grain is discharged from the bins to belt conveyors in the basement of the annex, taking the grain to two elevator legs in the working house, each with a capacity of 10,000 bus. an hour. From the shipping scales in the cupola the grain is spouted to belt conveyors which run across the top of the storage bins and deliver to shipping bins. From the shipping bins it is spouted to cross conveyors which run across the transit shed above the roof and deliver to either one of the two longitudinal belt conveyors. The movable spouts on the wharf are handled by four traveling cranes.

For grain that is not to be stored or shipped there are automatic sackers. The sacked grain is stored on the second floor of the transit shed, which has a capacity of 300,000 bus. The transit shed is of timber construction, covered with heavy corrugated iron, the floors made of double planking, acting as a fire retardant and furnishing a smooth wearing surface for electric tractors. This freight shed is 1,400 ft. long and both floors are lighted with continuous rows of windows 5 ft. high and with 300 electric lamps for night work.

The work house contains 32 square and rectangular bins 40 feet deep, the capacity of each being 1,600 bus. It contains 8 working floors on which are placed two grain separators of 1,500 bus. each capacity per hour, one smutter, capacity 600 bus. per hour; two Wolf-Dawson Grain Washers of 450 bus. capacity each, and receiving, shipping and sacking scales. All machines are driven by individual electric motors controlled from the main switchboard in the transformer house.

The storage annex comprises 55 cylindrical bins 17 ft. 6 ins. in diameter and 83 ft. high, with a capacity of 16,000 bus. each, and 46 interspace bins of a capacity of 3,600 bus. each.

The hay shed is equipped with two large compressors having a capacity of 200 tons per day. A complete system of signals and intercommunicating telephones have been installed.

The berthing space consists of 1,500 lineal feet with a water depth of 35 ft. at extreme low tide at the face of the dock.

The terminal is well equipped with mechanical handling equipment, such as the portable inclined conveyor shown in the engraving herewith, gravity roll conveyors, electric elevators and inclined chutes for the economical handling of sacked and cased goods. The water side

is well shown in the engraving herewith, and the track side is shown in the engraving on the front cover page of this number.

The elevator was designed by the engineering department of the Port of Seattle, G. F. Nicholson being now chief engineer, and was constructed by local builders. The machinery was furnished by the Webster Mfg. Co.

For four years the elevator was under lease to the Gray-Rosenbaum Grain Co., and later to the Bunge Western Grain Corporation, but on July 1, 1924, the Port of Seattle took over the elevator and is operating it as a public house, space in which is let by the traffic manager of the Port of Seattle.

Cereals Sown Together Give Increased Production.

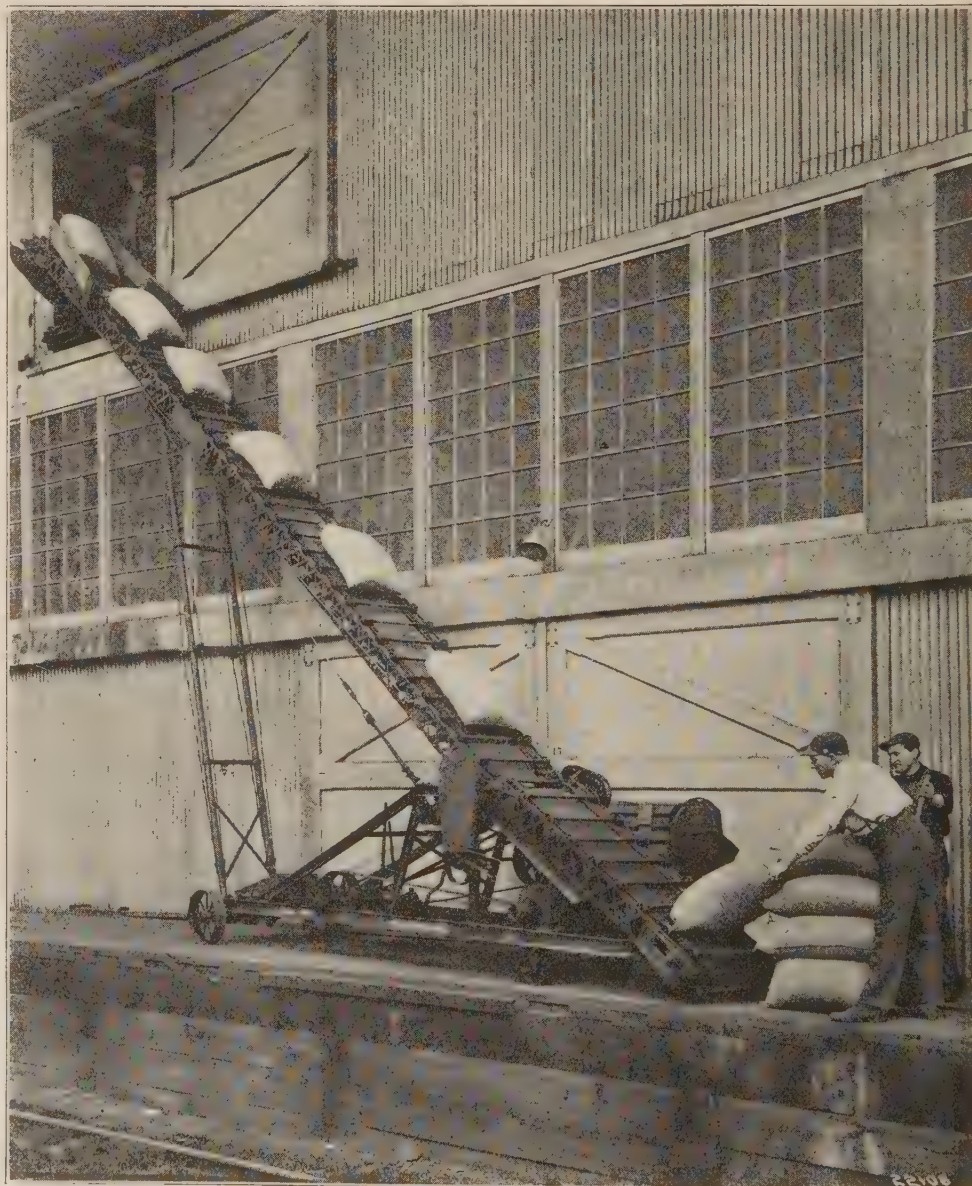
In an attempt to cause a higher yield the Ontario Agricultural College has conducted various experiments with grains for over a quarter of a century. Largely as a result more than 600,000 acres in the province of Ontario were used for mixed cereals in 1922. In that year an article on "Cereals Grown in Combination for Grain Production," by C. A. Zavitz, was published in the *Journal of the American Society of Agronomy*.

Mr. Zavitz reported the results obtained in a 6-year experiment with oats, barley, spring-wheat and peas in various combinations. Six

mixtures had 2 classes of grain in each mixture, 1 had all four classes and 1 had all 4 combined. This made 11 mixtures besides the 4 cereals sown separately.

Varieties selected matured simultaneously. After cutting and drying they were taken to the barn and threshed. The experiment was conducted in duplicate, thus making 30 plots each year. Results proved that barley and oats, grown separately produced a total of 1,935 lbs. of grain; grown in mixtures, 2,261 lbs. Barley, peas and oats, separately, produced 1,489 lbs.; grown together, 2,101 lbs. Barley, wheat and oats, separate, yielded 1,683 lbs.; mixed, 2,067 lbs. The combination of barley peas, wheat and oats produced 1,953 lbs. of grain. Grown separately they totaled 1,682 lbs. Wheat and oats, separate, yielded 1,624 lbs.; together, 1,921 lbs. Peas, wheat and oats grew a total of 1,642 lbs. of grain separately; the mixed plots yielded 1,860 lbs.

It will be noted that a mixture of 2 or more cereals had a favorable influence on the total yield of grain in every case. The greatest production, however, was given by a mixture of barley and oats, when compared with the yields when these cereals are grown separate. It is evident that barley and oats have a stimulating effect upon each other. The figures show that barley has the greatest effect on other grains which are combined with it. Oats have the next highest influence.



Portable Inclined Elevator for Sacked Grain at Port of Seattle Elevator.
[See facing page.]

Progressive Seattle.

Seattle is rapidly becoming one of the foremost shipping ports of the United States. It is the natural gateway of the country for Alaska, the Orient and Russia, including China, Japan and Siberia. Export wheat grown in the great Pacific Northwest is said to find the shortest route from the interior to an export point to be that leading to Seattle from where it goes to the now large consuming points in Japan and the Orient and other points in the Northern Hemisphere. Even when the Atlantic and Europe mark the final destinations, grain can go from interior points to Seattle, be loaded on shipboard, go around the continent and thru the Panama canal cheaper than it can go from those same interior points to New York by rail.

Numerous other raw and finished products such as gold, copper and fish from Alaska, and rubber, oils, silk, hides, tea, etc., from the Orient and lumber, iron, steel, machinery, etc., outbound, pass thru the port.

Less than 35 years ago the city was a

struggling frontier settlement of less than 4,000. It had no railroad, only one crude wharf and no import or export trade. During the intervening years between then and now, Seattle has grown to be one of the chief American ports. Today it has 350,000 people, several railroads and countless wharves. In 1918 it was second only to New York in the volume of foreign trade.

Seattle has a strategic position for shipping. Its route to the Far East across the Pacific is shortest by several hundred miles; its harbor has 195 miles of water frontage—enough to ride all the navies of the world without inconvenience.

These are among the facts which led 4 transcontinental railroads to make the city their terminus, and the Shipping Board and Japan to make it their main terminal for Pacific merchant vessels.

During the first nine months of this year 1,249 vessels were engaged in the off-shore trade of Seattle. Of these 481 were engaged in the trade between Seattle and the Atlantic

Coast via the Panama Canal; 465 traded to the Orient; 63 to South America; 42 to Hawaii; 8 to Mexico, and 190 to Europe. The regular lines of steamers operating out of Seattle include 5 to Alaska, 3 to British Columbia, 6 to California, 10 intercoastal, 1 to Hawaii, 10 to the Orient, 3 to Australia, 4 to Central and South America, one to Mexico and 12 to Europe.

The municipal corporation of the Port of Seattle directly operates, thru an elective commission and an appointed staff of experts, 7 large terminal units. These include wharves, transit sheds, grain elevators, warehouses, and other industrial property, which originally cost over \$10,000,000. Today they could not be replaced for half again as much.

Seattle is particularly strong on the size and capacity of its ocean piers. The Smith's Cove Terminals, Piers 40 and 41, are the 2 largest ocean terminals of pier type to be found on the Globe. Each is over half a mile long. One is 310 feet wide and the other 365 feet wide. Pier 41 is equipped with 2-story transit



1,100,000 Reinforced Concrete Elevator of Port of Seattle Commissioners at Seattle, Wash.
[See facing page.]

sheds, modern passenger accommodations, and 5 miles of railroad trackage with a capacity of 400 cars. The transit sheds are of heavy, mill-type construction with the side walls covered with 1-inch shiplap, and the exterior covered with galvanized corrugated iron. In most cases "Armco" ingot iron has been used for this purpose, due to its durability.

The Merchants Exchange of Seattle was incorporated Dec. 12, 1905, under the laws of the state of Washington. On Jan. 1, 1922, it was merged with the Chamber of Commerce. Under the merger agreement, however, it has kept its corporate identity and continues to determine the qualifications of its members, elect its governing Board and officers, and prescribe rules and regulations affecting the grain trade.

The officers at present are S. C. Armstrong, pres.; R. E. Borchgrevink, vice-pres.; R. D. McAusland, sec'y-treas.; and F. R. Hanlon, mgr. The Exchange carries sampling, weighing and inspection departments and is affiliated with the Marine & Traffic Bureau, the Grain & Hay Exchange, the Grain & Feed Dealers and the Dairy Produce Exchange.

Seattle facilities permit the storing of approximately 9,000,000 bus. of grain. Most of this consists of flat warehouses, since most of the grain produced in the Pacific Northwest is sacked when threshed and thus transported to tidewater for export or delivery to the mills.

One bulk elevator is owned and operated by the Port of Seattle, as a municipal enterprise. Its capacity runs over half a million bushels.

In 1921 Seattle received 4,872 cars of wheat and exported 3,896,978 bushels. For the fiscal year ending June 30, 1924, the city received 11,332 cars of wheat and exported 6,514,853 bushels. The difference readily shows which way Seattle is headed.

Pool Bill Fails in Victoria.

The compulsory wheat pool bill of Victoria, Australia, passed the Assembly, or lower house, only to meet defeat in the Council, by a vote of 17 to 13, and will not become a law.

This action follows a report by a commission appointed to enquire into the cost of wheat, flour and bread. The commission reported that the voluntary co-operative pool of Victoria, the Wheat Growers' Corporation, Limited, was handling about 60 per cent of the crop, but that "competition of wheat growers outside the corporation is, at present, strong enough to ensure that the corporation will not exploit the consumer in Australia." Notwithstanding this competition, however, it was

pointed out that wheat was consistently exported at lower prices than that charged for domestic use.

If the voluntary pool should get into the position of controlling practically the whole crop it was pointed out that it could then seriously exploit the consumer, and it was recommended that a compulsory pool be established on which the government would have representation, and that a price-fixing authority be set up. The voluntary pool is reported as opposing the scheme. This pool movement is, therefore, developing absurdities. Wheat growers started by wanting compulsory pools to serve their interests and now a Labor government is looking to a compulsory pool to protect consumers as against the wheat growers. —*Grain Trade News, Winnipeg.*

Handling Soft Corn.

A real problem confronts the farmers and dealers of the corn belt this year because a portion of the corn crop is too immature to handle in the usual way. How best to handle the soft corn in order to get the most good of it and to prevent spoilage of that which must be stored for later feeding depends on such conditions as the capacity of the silo, cribs, the number and kind of livestock to be fed or available for feeding, and the amount of moisture in the corn, as well as whether the whole crop is soft or not. In treating the subject the United States Department of Agriculture, endeavored to bring together all of the practical suggestions for handling and preserving the crop which experience has shown to be of value.

Corn that is too soft or immature to make marketable grain must be used either by immediate feeding or by storing for later feeding. Soft corn has about the same feeding value per pound of dry matter as mature corn and, as long as it remains sound, can be fed safely to all kinds of stock.

Shocking is one of the best ways to save a great deal of a soft corn crop. Under ordinary conditions in the corn belt, nearly mature corn can stay in the shock safely until the ears are dry enough to crib, even if this takes all winter. In fact, the ears will be safer in small, well-made shocks than in the crib.

Husk Late for Cribbing: If all of the stover is not needed, leave the nearly mature fields for husking from the standing stalk. There is no hurry about husking these fields. Under ordinary weather conditions, soft ears are a lot safer on the stalk in the field until December than they are in the crib. By that time they will have dried out a lot. If it seems

advisable to start sooner, begin slowly and scatter the gathered corn in different cribs.

Much can be accomplished by separating the soft corn from that which is sound. Even the corn within a field varies greatly in softness. One wet immature ear stored among others that are nearly mature frequently will cause them all to rot, whereas the better ears might have remained sound had they been stored alone. The better corn can be handled separately and saved for sale or for late feeding. The softest corn can be stored in temporary cribs for prompt feeding.

Cribs Should Be Ventilated: If soft corn is to be cribbed safely, the one essential is to provide ample ventilation. Only in this way can the excess moisture be removed. The ordinary corn crib is planned for storing corn containing 20 to 25 per cent of moisture and is inadequate to care for corn containing 35 to 45 per cent or more of moisture.

By the use of various simple ventilating devices, ordinary cribs can be adapted to care for soft corn. In the case of corn containing 30 to 35 per cent moisture there should not be more than two feet between any part of the corn and a free-moving current of air. This condition will be provided by a crib eight or nine feet wide with a single ventilating partition down the middle. Corn containing more moisture will require more ventilation than this. The following ventilating devices are all good. Which ones to use will depend largely upon what material is available.

The A-shaped ventilator familiar in the corn belt probably is as good a device as any.

A ventilating partition may be constructed by placing 2 parallel rows of 2x4 studding six inches or more apart so as to divide the crib into two or more sections. These are covered with 1x4 or 1x6 inch boards about 2 inches apart, or with woven wire of a small enough mesh to prevent the ears from falling through.

Small ventilators may be constructed in various ways and placed in the corn as the crib is being filled. They can be used best to supplement the main ventilators. Tile placed end to end close enough together to keep the ears from falling between them also may be used as ventilators.

Pieces of dry lumber, or poles placed through the corn will help to prevent its packing and will provide some ventilation. They should be covered with a little dry brush to prevent the corn from settling around them. In fact, light brush may be used to divide the corn into thin layers, giving very good ventilation.

The main ventilators should always extend from one side or end of the crib to the other and should open directly into the outside air. Even the crib slats will interfere with the free movement of air through the ventilators and therefore should be cut away at the ventilator openings. Cross ventilators may open into the main ventilators at one end, but should open into the outside air at the other end as in the case of the main ventilators. It is the moving air that carries away the excess moisture. A dead air space does no good and frequently does harm.

Salting Soft Corn: Salting as a means of preserving soft corn came into prominence in the fall of 1917. Experiments by the Iowa and Illinois Agricultural Experiment Stations and observations of cribs of salted corn indicate that this method can be used to good advantage in connection with thorough ventilation.

Salting corn is not a cure-all. There is no way to keep corn sweet without getting the water out of it. Salt will tend to draw the moisture out of the corn, check the development of mold, and help to prevent heating in the crib. Then, ample ventilation will dry the corn out rapidly enough so that a good quality of corn will result. It is better to spread the corn uniformly in the crib and sprinkle the salt over this evenly. Eight quarts of salt for a forty bushel load of corn is the standard recommendation. This may be increased to twelve quarts if the corn is very soft.



Working House, Storage Annex, Conveyor Gallery and Dock of Hanford Street Terminal, Seattle, Wash. [See facing page.]

Grain Trade Rules

Approaching Uniformity

Advocates of uniformity in the trading rules of the different grain markets will be pleased to learn that the Kansas City Board of Trade on Oct. 14 made its rule on time of shipment conform more closely to the rule of the Grain Dealers National Ass'n and other leading exchanges.

The new Kansas City rule reads "In making contracts for grain, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days, excluding the date of sale in which to load and ship grain from the date of the receipt of full shipping directions at point of shipment. Where no specifications as to time of shipment is named in the contract, ten days shipment shall apply."

The Chicago Board of Trade rule reads "In making contracts a specific number of days shall be mentioned, and shall mean calendar days, excluding date of sale, in which to load and ship the grain, from the date of the receipt of full shipping directions at the point of shipment."

The Grain Dealers National Ass'n rule reads "In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days excluding date of sale, in which to load and ship grain to apply on a sale for shipment, or to deliver at the agreed destination, grain sold for delivery."

The principle that "days" mean calendar days now is pretty well established, and is a great step in advance on the old rules that undertook to specify that Sundays and legal holidays did not count. What is a legal holiday in one state may be no holiday in another.

The "calendar days" provision also is found in the rules of other leading exchanges.

The St. Louis Merchants Exchange rule reads "In making contracts a specific time in which shipment or delivery is to be made, shall be mentioned. Any given number of days shall mean calendar days, excluding date of sale, in which to load and ship grain to apply on a sale for shipment, or to deliver at the agreed destination grain sold for delivery. Where no specification as to time of shipment is named in the contract, ten days shipment shall apply."

The Minneapolis Chamber of Commerce rule reads "In making contracts a specific number of days (meaning calendar days) in which to make shipment, shall be stipulated, and shall be reckoned from the day after full written or telegraphic shipping instructions are received by the seller in Minneapolis."

The Omaha Grain Exchange rule reads "In making contracts a specific time in which shipment or delivery is to be made, shall be mentioned. Any given number of days shall mean calendar days, excluding date of sale, and the time of shipment shall be figured from date full shipping directions are received at Omaha, in which to load and ship grain to apply on sale."

The St. Joseph Grain Exchange rule is identical with that of the St. Louis Merchants Exchange.

The Philadelphia Commercial Exchange rule has different wording but means the same as the Grain Dealers National Ass'n rule. It also specifies "calendar days."

The Grain Dealers National Ass'n rule, which ought to be copied by all the markets, reads as follows:

Rule 5. Time of Shipment or Delivery: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days excluding date of sale in which

to load and ship grain to apply on a sale for shipment, or to deliver at the agreed destination, grain sold for delivery.

The word ship when used in the rules shall mean that shipping instructions shall have been filed with the railroad company by the shipper.

Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the railroad company in accordance with the custom then in vogue at the shipping point.

When the words, immediate, quick and prompt are used, the following meanings shall be implied: "Immediate," three days; "Quick," five days; "Prompt," ten days.

Where no specifications as to time of shipment are named in the contract, prompt shipment shall be implied.

First half of the month shipment shall be construed as meaning the first fifteen days, including February, and last half of the month shipment shall mean the remaining days.

The Milwaukee Chamber of Commerce rule is commendable as leaving less to guesswork, than do the rules of some of the other markets. The Milwaukee rule follows:

Sec. 12. In the purchase and sale of grain for deferred shipment the following specifications shall govern:

In making contracts a specific number of days (meaning calendar days) in which to make shipment, shall be stipulated, and shall be reckoned from the day after shipping instructions are received by the seller.

In case a specific number of days is not mentioned when contract is made, it shall be understood that shipment must be made within ten calendar days; such period to be reckoned from the day after shipping instructions are received by the seller.

In all cases not otherwise stipulated on contracts dealing with "first half" and "second half" of a given month's shipment, it shall be understood that in the thirty-day months up to midnight of the fifteenth shall be considered as the "first half" of a said month's shipment, and that in thirty-one day months up to midnight of the sixteenth shall be considered as "first half" of the said month's shipment; the remainder of the month to be considered as "second half."

On contracts relating to shipment during the month of February, when the said month contains but twenty-eight days, up to midnight of the fourteenth shall be considered as "first half" of the said month's shipment, and when this month contains twenty-nine days, up to midnight of the fifteenth shall be considered as "first half" of said month's shipment, the remainder of the month to be considered as "second half."

In all shipments of grain the date of issue of B/L signed by agent of the railroad issuing same shall be conclusive evidence of date of shipment, unless absolute evidence to the contrary shall be furnished.

The U. S. Feed Distributors Ass'n has adopted a set of rules for time of shipment based on calendar days but allowing more time under the definitions for quick or prompt shipment. These rules have been adopted by the Grain Dealers National Ass'n and the Milwaukee Chamber of Commerce, so both of these organizations have two sets of rules, one for grain and another for feed and millfeed.

Under the feed rules quick shipment allows 7 days, and prompt shipment 14 days from date of receipt of shipping instructions, including day instructions are received by seller.

First half of February is always 15 days under the rule of the Grain Dealers National Ass'n, but under the rule of the Milwaukee Chamber of Commerce it is 14 days when the month has 28 days, 15 days when that month has 29 days. The Milwaukee rule does less violence to the English language; but the National rule gives the shipper one more day in which to get out the stuff.

Altho newer than the rules of the leading grain exchanges the rules of the Grain Dealers National Ass'n have been submitted to more tests than the rules of all the exchanges combined. The eight arbitration committees of the National Ass'n are constantly interpreting and applying the rules, and so well have these simple rules worked that now they go practically unchanged from year to year, the discussion at the last annual convention, for example, de-

veloping the fact that there was no real demand for some of the changes proposed.

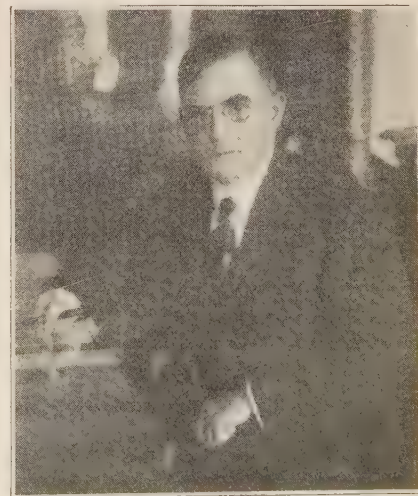
The National rules being the only rules drafted with a view to their application to shipments coming from any country or terminal point are best suited to all the markets; and it is advisable in the interest of uniformity that all organizations which have not already done so, change their rules to conform to those of the National Ass'n.

As long as weighing and inspection service must be performed en route between seller and buyer grain necessarily must be sold subject to the rules of the market where these services are rendered. The matter of appeals for grading and of reinspection also is covered only by the rules of the different markets. Buyers therefore invariably make their contracts subject to the "terms" of a named market, or when nothing is said they are subject to the terms of the market where the party is doing business. A contract made subject to certain market terms is governed by all the rules of that market, and so long as the rules of the different markets vary in important details the dealer must make a special study of the rules of the market with which he is doing business.

Ignorance of the rules may prove costly, and always leads to controversy. In one case a dealer in Georgia contracted with a dealer in Texas for 10,000 bus. of No. 2 red rust proof oats, "Texas official weight and grades." On arrival the car contained a little barley and wheat, and the inspector's certificate given at Texas point, in fact, had indorsed on it "5 per cent barley and wheat." The buyer rejected the oats because they contained barley and wheat, but lost before the arbitration committee because the Texas rules allow 5 per cent barley and wheat in No. 2 red rust proof oats. Apparently he did not know the rule allowed the mixture.

Market Tendencies.

THE MOST frequent October to November tendency of the wheat market is downward, according to Prof. R. M. Green, marketing authority, Kansas State Agricultural College, who says, "In the case of No. 2 hard wheat at Kansas City this downward tendency has shown itself 21 times in 31 years. The downward tendency of average farm prices for the United States has shown itself nine times in 16 years since 1908. The price tendency of No. 2 hard at Kansas City from November to December has been upward about half the time. The average price has shown the same tendency 9 times in the 16 years since 1908." Pursuing the professor's line of inquiry to its logical end he should state what were the conditions that moved the price down nine times and up seven times in the 16 years, and whether the present conditions point up or down.



Henry C. Wallace, Washington, D. C., Sec'y of Agriculture, died on Oct. 25, following an illness of several weeks.

Seeds

ELMWOOD, WIS.—We will install seed cleaning machinery.—Elmwood Lbr. & Grain Co.

BOISE, IDA.—The Idaho State Seed Show will be held here Jan. 13-16, 1925.

MONTREAL, QUE.—Receipts of flaxseed at this market during September were 25,000 bushels, compared with 51,598 bus. a year ago.

SIOUX CITY, IA.—The Sioux City Seed Co. has purchased the yellow blossom clover crop of the Big Horn Marketing Ass'n for approximately \$40,000.

CAMBRIDGE, N. Y.—The Jerome B. Rice Seed Co. is planning to establish a buying station and handling plant for seed peas and beans at Fairview, Mont.

ALBION, N. Y.—The Brayton Bean Co., Inc., has filed a voluntary petition in bankruptcy. Liabilities were \$44,505 and assets \$10,725, of which \$10,000 is in accounts receivable.

LAKE WILSON, MINN.—Oct. 1 was a record day for flax among elevators here. A total of 5 carloads were taken, making a total of 7,500 bus., for which the elevators paid \$15,750.

WASHINGTON, D. C.—The Oct. 1 condition of clover seed was 73%; flax seed, 83.8%; compared with 68.2% and 80.4% respectively, on Oct. 1, 1923.—U. S. Department of Agriculture.

MILFORD, CONN.—A kiln dry-curing barn for the drying of seed corn is being built by the Everett B. Clark Seed Co. The structure will be able to handle 7,000 bus. in a single operation.

OKLAHOMA CITY, OKLA.—Incorporation of the Enterprise Seed Co. with \$25,000 capital stock was recently consummated by J. R. Eldridge, Mrs. Maud Eldridge, and G. W. Eldridge.

CHICAGO, ILL.—H. H. Smith has taken a position as general manager of the Sibley Warehouse & Storage Co. Mr. Smith spent several years in the west specializing in seed storage.

LA HARPE, ILL.—C. K. Todd, I. Kilgore and F. Kilgore have opened a new seed house. They will deal in all kinds of farm seeds, specializing at present in storing a large quantity of seed corn.

ST. PAUL, MINN.—The Minnesota Crop Improvement Ass'n will hold its annual seed show and program at the University Farm here during Farmers and Homemakers Week, Dec. 29 to Jan. 3, inclusive.

MINNEAPOLIS, MINN.—This market received 2,264,720 bus. of flaxseed during September compared with 2,654,070 bus. a year ago, and shipped 675,310 bus., compared with 264,830 in September, 1923.

MONTGOMERY, ALA.—Copies of the proceedings of the sixth annual convention of the Southern Seedsmen's Ass'n, Atlanta, Ga., have been mailed to numerous seedsmen by F. S. Love, sec'y of the ass'n.

WASHINGTON, D. C.—Considering 100% as average, not normal, alfalfa seed was 108.6%; clover seed, 99.9%; and beans, 82.1% on Oct. 1.—W. F. Callander, statistician, U. S. Department of Agriculture.

INDIANAPOLIS, IND.—Cutting and hulling clover seed is in progress in many localities, says M. M. Justin, state agricultural statistician, in his Oct. 17 report. The crop seems even poorer than expected.

PHOENIX, ARIZ.—Alfalfa seed is expected to net the farmers of the Salt River and Buckeye Valleys over \$400,000 this season. The largest demand centers around ordinary Chilean alfalfa seed, at around 18c per lb. Growers seem suspicious of the adaptability of the hairy Peruvian variety, which is grown especially well in the Yuma section.

SPRINGFIELD, ILL.—The semi-monthly crop report for Illinois says the clover seed crop is poor on a reduced acreage. The season has been too cool and wet for filling. Timothy seed, however, is favorable.

DES MOINES, IA.—The Des Moines Seed Co., recently organized by the former officers and employees of the Iowa Seed Co., has taken a 5-year lease on a 22x192 ft. storeroom and basement which is being remodeled for them.

WASHINGTON, D. C.—Alfalfa seed yielded an average of 3.8 bus. to the acre this season; beans, 9.2 bus.; broom corn, 346.2 lbs.; compared with a year ago, alfalfa seed, 3.5; beans, 11.9; broom corn, 279.1.—U. S. Department of Agriculture.

KANSAS CITY, MO.—The Tobin Seed Co., which was organized 3 years ago by Thomas Tobin after the bankruptcy of the Missouri Seed Co., has become defunct. It is now in the hands of J. M. Jones, federal receiver in bankruptcy.

LOUISVILLE, KY.—The Bunton & Huber Co. was recently organized and incorporated to deal in field seeds, etc. Officers are: W. P. Bunton, pres.; T. R. Deibel, sec'y; and T. L. Bunton, treas. W. P. Bunton and Mr. Huber were formerly connected with Wood-Stubbs & Co., seed merchants.

OTTAWA, ONT.—The Central Experimental Farm has completed distribution of samples of "Reward" and "Garnet," both new varieties of wheat which mature early and, in experiments at least, ripen before the rust season, among 50 large Western grain growers. It is hoped the new varieties will prove successful commercially in ripening before the rust season in the grain provinces.

INDIANAPOLIS, IND.—Timothy seed is reported as yielding 4 bus. per acre on 4,200 acres or a total of 16,800 bus. Clover seed is being taken from an acreage 75% greater than last year. Its condition is 65% of normal. Production is forecast at 76,000 bus. from 61,000 acres, compared with 35,000 acres last year yielding 32,000 bus.—U. S. Department of Agriculture co-operating with Indiana Legislative Reference Bureau.

MINNEAPOLIS, MINN.—A letter from a well posted grain man in North Dakota, about the middle of this month, says: "It is the most discouraging proposition I have ever experienced in my many years here, and I can see no possible chance of getting flax threshed this fall." The condition is worse in Canada where large areas of the crop have not been cut and larger amounts have not been threshed. Very little of their flax can be marketed before the warm weather next spring.—Archer-Daniels-Midland Co.

SHERMAN, TEX.—The Ferguson Seed Farms, Inc., representing the reorganization of the old Ferguson Seed Farms and a consolidation with the Hughes Seed & Grain Co., A. M. Ferguson & Co., Planters Gin Co., at Howe; Farmers Gin Co., at Kenefick, Okla.; and the Plainview Seed & Gin Co., of Plainview, Tex., recently acquired a large cotton gin and seed plant here, the investment totalling approximately \$70,000. The concern is making additions to its seed elevator for handling seed oats, seed wheat and seed corn.

CHICAGO, ILL.—As a result of the efforts of the National Industrial Traffic League's Classification Com'te and Special Com'te on Claim Prevention, carriers in the Official Classification Territory have agreed upon an exception to the rule requiring fibreboard packages to show a description of the contents on the outside. The Trunk Line Ass'n, Central Freight Ass'n and New England Freight Ass'n have given notification to the effect that this rule will not apply between points in Official Classification territory, effective Nov. 1. This leaves it optional with the shipper as to whether or not he will mark the contents on the outside of fibreboard boxes. It is hoped that Southern and Western Classification territories will follow with similar relief.

FORT WAYNE, IND.—We bought a warehouse 70x150 ft., two stories and basement, in this city and have equipped same completely for the purpose of carrying on a general wholesale field seed and feed business. Cleaning machinery, building cleaning bins, side track facilities, are included in the installations. J. M. Bell placed the Bauer equipment. We are in a position to add to our line of all field seeds and complete line of feeds a specialized line of domestic grown medium and mammoth clover, alsike, timothy, Northwestern grown alfalfa, and sweet clover.—S. L. Wolf, Nathan & Wolf Co.

OTTAWA, ONT.—Two new seed cleaning plants are being established in Manitoba and Saskatchewan. The Saskatchewan Seed Growers Ass'n has started operations at Moose Jaw, where it proposes to clean, warehouse, sell and distribute registered and extra No. 1 seed of Saskatchewan growers. The Solsgirth Seed Oat Growers Ass'n is installing a plant at Solsgirth, Man., to handle 40,000 to 50,000 bus. of registered and extra No. 1 seed grown in Prairie Provinces. The Canadian Seed Growers Ass'n, located here, takes orders on behalf of the new plants and the one already established at Edmonton, Alta.

VAN NUYS, CAL.—According to J. H. Walters, local manager of the Bean Growers' Ass'n, the initial dividends has been paid to the ass'n members for the season's crop of baby lima beans. Up to Oct. 1, \$550,000 had been paid for beans delivered on the basis of 6 cents a pound on the recleaned weight estimates. Practically the same crop averages prevail this year as in past years, which seems to repudiate the belief that the water shortage would reduce the crop yield. There is however, a shortage of the regular lima bean, and it is this shortage, which accounts for the 12 cents f. o. b. rail price now in effect.—H. J. A.

MINNEAPOLIS, MINN.—About a year ago the Argentine Government estimated their flaxseed crop at 77,000,000 bus. We advised our friends that on the acreage reported and the highest possible yield we figured a crop of 55,000,000 bus. There will be exported between 50,000,000 and 55,000,000 bus. A few weeks ago the Canadian Government estimated their crop at 11,000,000 bus. Later this was reduced to 8,500,000 bus., then to 7,500,000 bus. Now the Northwestern Grain Dealers Ass'n, of Winnipeg, estimates 6,000,000 bus. and grain men interested in the province of Saskatchewan, where most of the flax is raised, do not expect more than 4 bu. to the acre.—Archer-Daniels-Midland Co.

LANSING, MICH.—The Oct. 9th crop report for Michigan, indicate that much of the clover crop did not fill well, hence a reduction in acreage to 94,000 as compared with 105,000 in 1923, and a condition of 71% which promises a yield of 127,000 bus. Favorable weather during the latter half of September permitted the bean growers to harvest much of their crop in good condition. Some injury was done by anthracnose, but it was not as serious as expected. Tabulated returns show an average yield of 11 bus. per acre from 511,000 acres harvested. About 8% of the acreage was not harvested. Total Michigan production will be about 5,621,000 bus. compared with 6,532,000 bus. produced in 1923.

TOLEDO, O.—Clover seed shows strength. Good demand on all setbacks. Profit taking and hedging sales are readily absorbed. Receipts to date very light account late movement. Very little new prime has been made. Deliveries on October contracts will probably be made later in the month. Trade in October is light. Still commanding premium over December. Some longs will accept delivery of October, expecting to ship the seed. Many October longs and shorts have traded over to the more distant futures. Some think present prices largely discount short crop and that carryover of old seed will be sufficient to offset shortage of new crop. Foreign conditions continue bullish. Present indications

are they will be importing red clover this season. Some has already been sold to Germany. There has been a good demand for old prime clover. It looks like good value at wide discount under October. Most of it is of excellent quality, showing both high purity and germination tests.—Southworth & Co.

Buyers Bound by Seed Dealers' Non-Warranty Custom.

In the suit by Ben Miller the judgment for \$4,000 damages given by the Superior Court of San Diego County against the Germain Seed & Plant Co., of Los Angeles, has been reversed by the Supreme Court of California on the ground that a buyer of seed, altho he may be ignorant of the general custom of non-warranty by seed dealers, is bound by it.

Plaintiff, a grower of celery for 40 years, ordered \$20 worth of Golden Yellow Celery Seed for 8 acres, and was sent Green Celery Seed. Four acres were planted before it was discovered that the variety was unmarketable, as admitted by the Germain Seed & Plant Co. The Supreme Court said:

This court has adopted a rule as stated in Benjamin on Sales and in Cyc. In McLennan v. Ohman, 75 Cal. 558, 17 Pac. 687, it is said:

"To create an express warranty, the word 'warranty' must not be used, nor are any particular words necessary. Any affirmation made at the time of the sale as to the quality or condition of the thing sold will be treated as a warranty, IF IT WAS SO INTENDED, and the purchaser bought on the faith of such affirmation; and whether it was so intended, and the purchaser acted upon it, are questions of fact for the jury." (Capitals ours.)

This decision followed the earlier case of Polhemus v. Heiman, 45 Cal. 573, where the rule was stated as follows:

"It is certain that no particular words are necessary to create a warranty. Any affirmation made at the time of sale as to the quality or condition of the thing sold will be treated as a warranty IF IT WAS SO INTENDED." (Capitals ours.)

See, also, Hackett v. Lewis, 36 Cal. App. 687, 688, 173 Pac. 111, and Firth v. Richter, 49 Cal. App. 545, 196 Pac. 277.

It is established by the foregoing authorities that in order that the sale shall be upon a warranty there must be two factors present, first, an affirmation of a fact by the seller with reference to the thing sold, and, second, an intention on the part of the seller that his affirmation shall be a warranty to the buyer. The affirmation of the fact is shown by direct evidence, and the intent to warrant is inferred from the facts and circumstances surrounding the sale. In the case of the sale of seed for planting, the description of the seed by the seller is an affirmation of a fact concerning the thing sold. From the fact that seed is sold for planting and that the description of the seed is therefore a vital element in the contract, the intent, on the part of the dealer, to warrant that vital fact to the buyer is inferred. We thus have the two essentials of a warranty. If, however, there is a general custom among sellers of seed not to warrant the seed sold by them, we cannot, in the face of this universal custom, infer an intent on their part to warrant the seed from the facts and circumstances of the sale, because among these facts and circumstances is the custom of non-warranty, which precludes the inference of an intent to warrant. In such a case the proof of the custom does not contradict or vary the terms of an express warranty, but establishes that there never was any [express] warranty at all, for the intent to warrant was absent. It is conceded in this case that if the purchaser knew of the custom he could not recover, and the court so instructed the jury. This being conceded, the only remaining question is whether a purchaser who contracts with dealers in seed is bound by such a general custom of the seed trade, even if ignorant of the custom. A customer cannot by his mere ignorance of a general custom of nonwarranty impose upon a dealer a contract of warranty which he never intended to make and to which the slightest inquiry would disclose to the purchaser was not intended to be made.—222 Pac. Rep. 817.

NORTON, WASH.—F. S. Johnson has harvested a bumper crop of wheat from seeds which he says were taken from an Egyptian tomb, 4 years ago. This year the increase was sufficient to plant 15 acres. The crop harvested 729 bus., an average of 48.6 bus. to the acre. The grain is white and very hard, the straw short, the heads prolific. We bet a lot of suckers will try to buy some of this grain in hope of harvesting a large crop of mummies.

Best Advertising Media for the Seedsman.

By H. T. Flucken, Before Colorado Seed Dealers Ass'n, Oct. 24.

I rather imagine I should start my talk by telling you how pleased I was when asked to speak to you on the subject of advertising, for advertising in its various forms is really the mainspring that keeps a business progressing up to the minute and in step with the times.

My talk, I was told, was to be confined to mediums of advertising only, so I'll not take up your time with a discussion of its advantages or disadvantages for we are all in one accord, that it pays to advertise. The big question is—HOW, and through what channels can it be done most effectively. The several different means of advertising one's wares consist in the main, the following: Word of mouth—Window cards—Trade papers and magazines—Direct mail advertising—Newspapers, either daily or weekly, local or territorial—Moving pictures and the radio.

The word of mouth method is the most effective of all, and the value of a satisfied customer boosting your store, its wares and your service to a friend cannot be overestimated, but it is too slow a process in this day of rapid-fire progress.

Window cards or show cards, as they are sometimes called, are very desirable, but limited in their effectiveness since they can only appeal to those who happen to be attracted to them as they pass your store, and still their use should never be neglected.

Trade papers and magazines can be used to good advantage especially when one has in stock a commodity for which there is no possible outlet locally. Such a problem might easily arise with a merchant who was not thoroughly familiar with the ordinary demands of his customers. They can also be used for the purpose of moving surplus stocks and establishing trade connections that sometimes prove extremely valuable.

In connection with direct mail advertising, the Post Office Department now permits mailing on all rural routes without the recipient's name being on the article sent, for instance, if Rural Route No. 1, Fort Collins, has 176 boxes, simply prepare 176 identical pieces of advertising matter, address to Box Holder, Route No. 1, Fort Collins, stamp, or use your permit number, tie them together, and one piece will be put in each box.

Newspapers offer the best and most effective means of reaching the buying public, since they are generally read when one is resting or taking a little relaxation from their regular duties, leaving the mind free to absorb the ideas of the editor. Special emphasis can be given a particular item or article, so that it may be made to appear as a necessity in the growth and development of the reader's plans.

In choosing a publication for general publicity or special attractions, thought should be given to the class of readers reached. Their natural tendencies to purchase the commodities offered; whether or not they can be reached most effectively through daily, weekly, local or territorial publications—always having in mind the pulling power of a paper based upon the position in which it is held in the eye of the public.

A very effective and inexpensive means of stimulating and creating a buyer's market is by the use of the prepared clipping sheets on "Gardening Hints for the Vegetable and Flower Garden" which are furnished by the National Garden Bureau free of charge to newspapers who will publish them without charge, and most newspapers are very glad to get these articles as they are spicy, full of valuable information, and of general interest to the public.

Each clipping sheet covers eight columns of news print from which can be selected the most timely and desirable clippings depending on the season and local conditions.

To give you an idea of what newspapers think of the value of these clippings, I would like to state that 633 daily papers used them last spring, and that each clipping would cost from \$50 to \$1,000 to prepare and have it printed, were one to undertake the job alone.

Running your advertisement in a conspicuous place near one of these clippings would bring untold benefits.

The National Garden Bureau also furnishes two moving picture reels providing visual instructions; one reel showing, "How to Make a Hot Bed," the other, "How to Start Vegetables in Indoor Boxes," and next year there will be added another reel devoted to "Vegetable Gardening" from spading the soil to the harvesting of the crop.

The biggest handicap in the garden seed business is the ignorance of the public in the use of seeds, and these reels used in connection with the clippings will, in a large measure, serve to enlighten the public in the proper method of planting seeds as well as to create a desire for a garden.

The Garden Bureau also arranged a set of daily garden hints which were broadcasted by 44 large radio stations from March 1 to July 1.

The National Garden Bureau was established in 1920 by the American Seed Trade Ass'n and is supported by funds collected from its members who can see the benefit of a co-operative effort to create a demand for seeds through general education.

The Denver seedsmen, as a group, have gone in for co-operative advertising for two seasons and believe it to be a very profitable form of publicity. Seed advertising in the main can only be, as a general rule, in the nature of general publicity and while definite results are sometimes hard to trace, where would we be if we didn't advertise.

Colorado Seedsmen Hold Good Meeting.

Colorado seedsmen gathered at the seed laboratory of the Colorado Agricultural College, Fort Collins, at 11 a. m., on Oct. 24, for the third annual convention of the Colorado Seed Dealers Ass'n.

An inspection trip thru the laboratory was taken and the dealers heard several instructive talks on the purposes of the laboratory and the way in which it was run.

Luncheon time was taken at 12 m. An hour and a half later the real convention began in the botany lecture room of the agricultural college.

Dr. Lory, pres. of the Colorado Agricultural College, made the address of welcome and was warmly applauded.

C. R. Root made the response.

H. T. Flucken talked on the "Best Advertising Media for the Seedsman." This is published elsewhere in this number.

Dr. Durrell, botanist in charge of the Colorado Seed Laboratory, led in a discussion of the diseases of corn seed, firmly impressing his hearers with the necessity of using clean seed corn for planting.

W. P. Stubbs talked on "How to Handle Guarantees and Replacements."

Dr. Sandsten, horticulturist, Colorado Agricultural College, led in a discussion of "Lawn Making and Impurities of Lawn Grass Seed."

Harry Stocker discussed "Window Display."

Attorney E. P. Cranston, Denver, led the dealers into a consideration of "Business Conditions and Credits."

Dr. Gillette, director of the Colorado Agricultural College, explained several means of disinfecting when he talked on "Fumigation of Seeds."

Prof. Kezer, Agronomist Experiment Station, developed considerable interest in "Co-Operation Between the Experiment Station and Seed Dealers."

Frank Burton took for his theme the "Elimination of Seldom Called for Varieties of Vegetable Seeds and Standardization of Names."

L. B. Dean, Denver, talked about "Fertilizers."

C. R. Root led in a discussion of the "Five and Ten Cent Packet."

Miss Anna Lute, Seed Analyst, Colorado Seed Laboratory, led a round-table discussion of "How We Can Improve Our Seed."

It was an open convention and several dealers from outside attended. An executive session was held immediately following, at which Pres. R. E. Patterson gave his annual address, Sec'y-Treas. C. I. Simpson made his regular report, new officers were elected and several new members were taken into the ass'n.

A number of the dealers remained for the football game between the Colorado Aggies and the Utah Aggies, on the afternoon of Oct. 25.

NEGOTIATIONS for the purchasing of 360,000 bus. of wheat per week by a British syndicate, thru the Grain Marketing Co., have been announced by the pres. of the concern, Gray Silver. Representatives of the Co-operative Wholesale Society, Ltd., of Great Britain, arrived in Chicago on Oct. 14, representing 6,000,000 members and 18,000,000 consumers who are desirous of purchasing grain thru American co-operatives. Mr. Silver says the Grain Marketing Co. is in a position to fill the order, if negotiations are completed.

Kimbell's Concrete Elevator at Fort Worth.

The advantages of Fort Worth, Tex., as a grain handling center made a powerful appeal to Kay Kimbell of Wolfe City and Sherman, Tex., so that when he decided to expand the business of the Kimbell Milling Co., which operates a large newfeed mill and elevator at Wolfe City, he chose Fort Worth as the location. The elevator shown on the front cover has just been finished. In addition Mr. Kimbell let the contract Oct. 18 for a partial duplication of the concrete tank annex on the opposite side of this working house. Behind the elevator shown in the picture is a new warehouse, 80x180 ft., and 30 ft. high.

So many different kinds and grades of grain have to be stored in an elevator that puts out sacked feeds it became necessary to adopt a design that gave the maximum number of bins of varying sizes. This was provided by separating all the circular bins to make more interstice bins, as shown in the plan reproduced in the engraving herewith. A line of large interstice bins runs thru in the middle between the two rows of tanks, 10 tanks in a row. Extra walls connecting the tanks in a row create a large number of practically rectangular interstice bins of small size. With those in the middle the interstice bins number 32, and with the bins in the working house the total number is 80. When the new storage contracted for is erected the total number of bins will be 111 and the capacity 900,000 bus.

The concrete working house is 30x38 ft. and 170 ft. high above the top of the ground. It contains 28 overhead bins. A few of the overhead bins are cut in two about the middle so the disc separator and seed cleaner can be fed by gravity and discharge into bins of about the same size below.

There are three main lofter legs and one screenings leg in the headhouse; the lofter legs being encased in concrete walls from the first floor to the head floor on which the head shaft bearings are supported.

The machinery equipment consists of 1 No. 15 Invincible Receiving Separator, 1 No. 10 Invincible Oat Clipper, 1 No. 252 Eureka Seed Cleaner, 1 No. 2523-A disc separator, 2 2,000 bu. Howe Hopper Scales with steel hoppers under 2,200-bu. garner, 1 16 car capacity car puller, 1 double automatic Clark Power Shovel, 5 12-in. telescope trolley distributing spouts reaching bins and shipping spouts of working

house, 1 tipper made by J. B. Ehrsam & Sons Mfg. Co., and an employee's belt elevator.

Under each of the two tracks is a receiving sink, each sink served by its own elevator leg in connection with 30-inch, 4-ply, rubber belt conveyors. Cars may also be loaded on either track. Two additional legs are provided, one being for screenings.

The storage bins are served above and below by 30-in. belt conveyors. The 20 circular reinforced concrete bins are 17 ft. inside diameter, with 6-in. walls and 90 ft. high. The total capacity of the house as it now stands is 600,000 bus.

Individual electric motors drive the machines as follow, all motors having Link-Belt Silent Chain transmission: two 50-h.p., 900 r.p.m. motors for legs No. 1 and No. 2; two 20-h.p., 1,200 r.p.m. motors for the third leg and lower belt conveyor; 25-h.p. for upper belt conveyor; 50-h.p. with 12-in. leather belt for the oat clipper; 40-h.p. with 12-in. rubber belt for the car puller; 20-h.p. with 7-in. leather belt for receiving separator; 10-h.p. with Link-Belt Silent Chain for the receiving conveyor; 7½-h.p. with cut gears for the power shovel; 5-h.p. with 4-in. leather belt for employees' lift, and 5-h.p. motor with cast iron gears for the screenings leg. This latter drive also handles the disc separator.

All the sheet metal work was furnished by Sprout, Waldron & Co., and the transmission machinery by J. B. Ehrsam & Sons Mfg. Co. The entire plant was designed, built and equipped by the Jones-Hettelsater Construction Co., which also has the contract for the 31 addition bins to be erected.

THE OHIO State Millers Ass'n will meet at Columbus, O., Nov. 19 and 20, for the fall session.

CHICAGO, ILL.—Arthur Cutten, grain speculator, predicts that wheat will go to \$2 per bu. if the Argentine crop turns out poorly.

THE FEDERAL TRADE COMMISSION has dismissed its complaint against the Larowe Milling Co., of Detroit, Mich., alleging unfair methods of competition and unlawful restraint of trade. After the complaint was issued by the Commission Pres. Jas. E. Larowe placed before the Commission a full record of the company's business transactions, contracts, agency agreements and correspondence with the result that the Commission voluntarily dismissed the complaint.

Great Development of Farming in West Texas.

Leo Potishman, chairman of the com'te on public relations of the Fort Worth Grain & Cotton Exchange, and head of the Transit Grain & Commission Co., returned to Fort Worth recently after a 30-days' tour of West Texas by automobile, full of enthusiasm as to development of agriculture in this part of the state, based on the following facts:

The division of immense ranches into farms of from 120 to 640 acres.

The steady and rapid flow of immigration into a vast territory destined to become the greatest agricultural center in the United States.

Figures showing the growth in population were furnished Potishman by T. B. Gallagher, head of the Panhandle and Santa Fe Railway with headquarters in Amarillo.

Gallagher said that already this year 728 cars of immigrants had been hauled over the Santa Fe to settle in the Panhandle district. The average number per family was five, so that one railroad alone brought in more than 3,600 new people, anxious to till the soil.

Gallagher told Potishman that in 1920 there were only 15 carloads of poultry shipped out of the territory between Canyon and Sweetwater, while thus far in 1924 poultry raisers have shipped 607 cars.

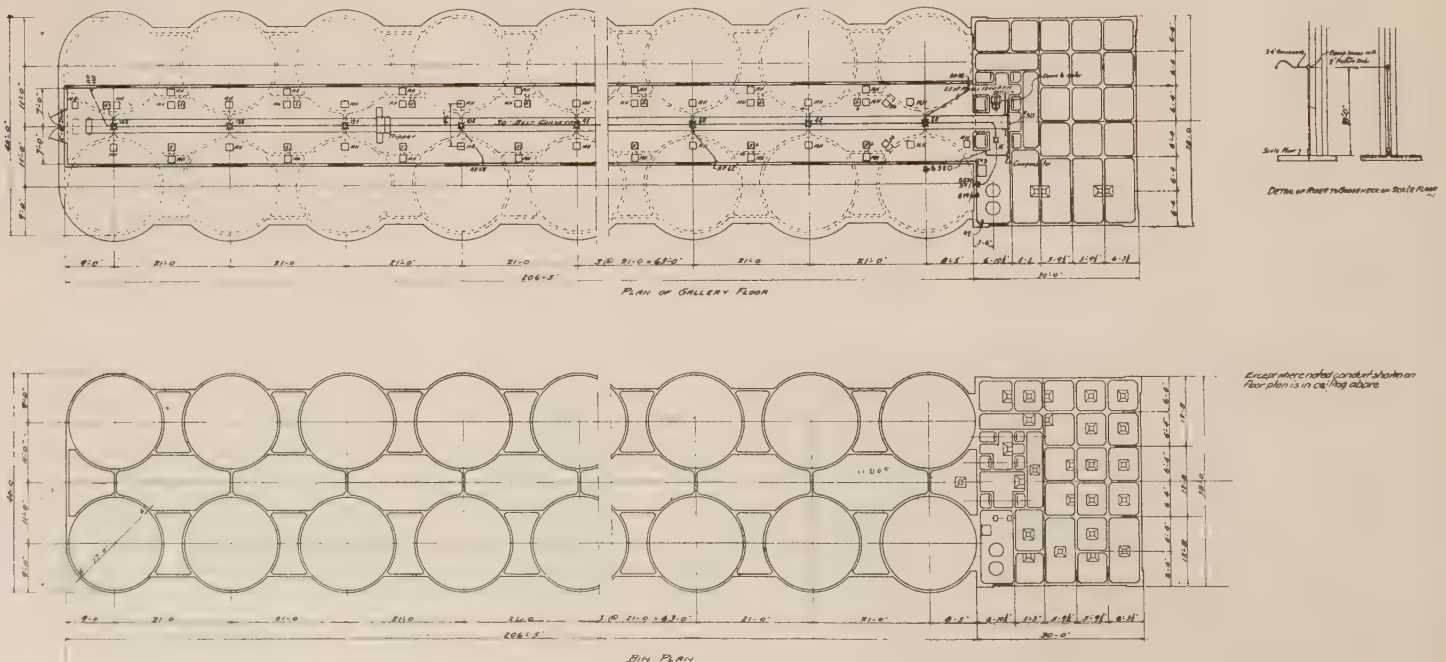
"If favorable weather continues," Potishman said, "it is possible the crop may be doubled. Some wheat is already up, whereas last year rains made it impossible to plant winter wheat until December. Farmers, bankers and elevator owners are jubilant over the prospects. Some are so prosperous they are holding for better prices. I know one man in Friona who is holding 10,000 bushels of wheat. Time was when a wheat grower had to throw his wheat onto the market for sale as soon as he could get it in."

Milo maize and kaffir corn are the best in quality since sorghum grains first came into Texas. The result has been a broader demand than in years. Inquiries have come and sales have been made in California, Tennessee, Kansas, Illinois and Missouri. The prices received are the highest in many a day. Last year the farmers received from 85 to 95 cents per cwt. for their sorghum seeds. Today they are getting \$1.40 to \$1.60.

To top all of this off, the Panhandle, which formerly looked to market its grain loosely all over the state, now recognizes Fort Worth as the distributing and concentration point.

SOY BEANS in Illinois are selling for about \$1.25 per bu. and grain elevators are finding it profitable to handle them.

BRIEFS ARE being prepared by the opposing forces in the rate differential controversy between Southern, Gulf and North Atlantic ports, for submission to the United States Shipping Board on Nov. 10.



Bin Plans of Kimbell Milling Co.'s New Concrete Elevator at Fort Worth, Tex.
[For exterior view see outside front cover.]

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Conway, Ark.—Fire caused from spontaneous combustion did \$3,000 damage to the large warehouse of the Jones Mfg. Co., burning four carloads of alfalfa hay. Insurance, \$600.

Fort Smith, Ark.—The Western Grain Co. has been adjudged bankrupt following a petition for involuntary bankruptcy filed against the company by three firms this month. The company has two mills and two elvtrs. The house here has 50,000 bus. capacity.

CALIFORNIA

Los Angeles, Calif.—Charles G. Glen is now connected with the West Coast Grain Co. as salesman, covering southern California. He was formerly connected with the W. R. Beatty Brokerage firm.

Baldwin Park, Cal.—Glesby Bros. Grain & Mfg. Co. has refitted an idle cannery building for a grain, feed and milling business. Headquarters are maintained at Monrovia, a suburb of Los Angeles.

CANADA

Calgary, Alta.—Chester Elliott, 34, western selling agent of the combined wheat pool organization, died at Vancouver Oct. 19. His offices for the Alberta, Saskatchewan and Manitoba wheat pools were in this city.

Fort William, Ont.—The Northwestern Elvtr. Co. has leased the Davidson and Smith Elvtr. in Port Arthur. It will be known as Northwestern Elvtr. No. 2. The workhouse of the elvtr. of the Northwestern Co. was destroyed in August of this year.

Edmonton, Alta.—Douglas E. Gillis is now superintendent of the new government 2,000,000-bu. storage elvtr. here. He was formerly foreman of the Canadian government interior storage elvtr. at Moose Jaw, Sask., where he had been for the past nine years.

Calgary, Alta.—Contract has been let by Spillers Overseas Interests, Ltd., of London, for the resumption of work on the uncompleted Alberta Flour Mills here, which was recently purchased by the former. It will be the second largest mill in Canada when completed.

Winnipeg, Man.—The Western Grain Standards Board will meet here Oct. 28, for the purpose of selecting and establishing the standard for the commercial grades of grain. There has been a great deal of difficulty this season respecting samples because of the continual changes in weather conditions.

VANCOUVER LETTER.

Vancouver, B. C.—The Vancouver Harbor Board has decided that a 600,000-bu. extension to No. 3 grain elvtr., known as the Woodward house, is essential. The British Oriental Grain Co. of Edmonton, Alta., now leases the house.

Vancouver, B. C.—Work on the plant for Spillers is progressing so rapidly that the opening date has been changed from the first of the year to Dec. 1, regardless of the controversy between the Vancouver Board of Harbor Commissioners and the Canadian Pacific Railway over the spur to be built from the present La Pointe Pier spur. Thirty-eight grain bins, 20x26 ft. were under roof Oct. 15. The total capacity of the house is to be 2,000,000 bus.

Vancouver, B. C.—Kerr, Gifford & Co., Inc., of Portland, contemplate opening their own office here. N. A. Leach, v-pres. and general mgr. has been canvassing the situation. C. P. Cloes has had charge of the Kerr, Gifford & Co.'s business heretofore.

COLORADO

Deer Trail, Colo.—Ady & Crowe Merc. Co. is putting in dump to unload beans.

Denver, Colo.—Two fires, one starting in the garage—the other starting in the dust house, caused slight damage to the properties of the Crescent Flour Mills. The company operates an elvtr.

Milliken, Colo.—A spark from a locomotive is supposed to have started the blaze that completely destroyed our warehouse. The house belonged to the Colorado Mill & Elvtr. Co. of Denver.—W. J. Porter, mgr.

IDAHO

Pocatello, Ida.—The Peerless Grain Co. has filed an amendment to their articles of incorporation, broadening the scope of its business.

ILLINOIS

Emington, Ill.—The Robinson Grain Co. has painted its elvtr.

Media, Ill.—We put in a new truck lift and new driveway.—Media Farmers Grain Co.

Carlinville, Ill.—The Carlinville Grain Co. has charge of the business now.—C. Fieker & Co.

Leaf River, Ill.—C. A. Partridge, of Lee, is the new mgr. for the Grain Marketing Co. here.

Milmine, Ill.—Perry B. Rollings of Arcola will take possession of my elvtr. Nov. 1.—C. L. Smith.

La Prairie, Ill.—The La Prairie Farmers Co-op. Elvtr. Co. will discontinue business in a short time.

Chesterville, Ill.—William O. Moyer, former grain dealer with elvtrs. at Kemp and this point, died Sept. 26.

Bloomington, Ill.—L. E. Slick, formerly in the grain business here, is reported to have died in California recently.

Roberts, Ill.—A new Kewanee airlift truck and wagon dump has been installed by the Roberts Grain Co.—C. W. Higdon, mgr.

Blue Island, Ill.—The hay warehouse of John C. Kline will be rebuilt. The warehouse and the contents were damaged recently by fire.

Fairbury, Ill.—We put in a new leg, new truck dump, and are repainting our elvtr.—T. D. Karnes, mgr., Fairbury Farmers Grain Co.

St. David, Ill.—George Parkin, who has been buying grain for the Farmers Grain & Supply Co. here, resigned Oct. 1, to enter the real estate business.

Macon, Ill.—R. B. Andrews, 66, died here recently. He had been in the grain business for the past 44 years, but sold out his interests Jan. 1, 1919.

Galva, Ill.—Heflebower & Peterson are out of business. Asa G. White has leased an elvtr. here, presumably the house originally operated by the former firm.

Ashkum, Ill.—The Ashkum Farmers Elvtr. Co. is covering its old oat storage with corrugated iron. The Bloomington Construction Co. has the contract.

Winchester, Ill.—Gustave Kilver and Miss Lora Seeman, both of Bluffs, were married this month. Mr. Kilver is mgr. of the Farmers Elvtr. & Merc. Co. here.

Waggoner, Ill.—Ellison Hendrickson, formerly mgr. of the Farmers Grain & Supply Co. of Raymond, Ill., on Oct. 14 became mgr. of the Farmers Grain Co. here, succeeding G. E. Parrott.

Colfax, Ill.—John J. Williams is the new name of the firm that succeeded J. R. Williams & Son; the old firm having been dissolved. I was a partner for thirteen years. The firm's two elvtrs. on the I. C. here will be operated.—John J. Williams.

Delavan, Ill.—The safe was ruined as well as the woodwork and plastering in the office of the Delavan Farmers Elvtr. Co., which happens to be the third such experience for them. Only \$10 was obtained by the yeggs, but the loss to the company is many times over this sum.

Melvin, Ill.—Two horses fell into the grain dump at the Farmers Elvtr. here when pulling a load of corn. Fortunately no injuries were sustained. That same week another team fell into one of the dumps at the same house. The lock holding the grain dump is said to be faulty.

Chesterville, (Lincoln, p. o.) Ill.—The Chesterville Grain Co. has been incorporated for \$25,000 to deal in grain and products thereof, coal and oil. The capital stock is subscribed and paid in. Incorporators: John F. Hubbard, G. H. Hubbard, Rives W. Woodcock.—P. J. P.

Rugby, Ill.—We have now completed our elvtr. at this point. It is one of the most modern equipped farmer elvtrs. in central Illinois. It has a Kewanee Dump, Fairbanks-Morse Type "Y" Engine, Richardson Automatic Scale, two legs, iron clad, low driveway, 21,000 bus. capacity, George Saathoff did the work.—Pontiac Farmers Grain Co., Pontiac, Ill.

Griggsville, Ill.—This business is now conducted under the name of the Pike Mills, formerly the Pike Mfg. Co. The business and stock of the Pike Mills was recently bought of Charles J. Bickerdike by me, and the plant was leased from him for a term of years. We handle feeds, flour, coal, coke, wood, ice, seeds, buy and ship grains of all kinds, and operate a feed mill.—Fred A. Stone, prop., The Pike Mills.

Pesotum, Ill.—It is reported that John Riemke is unable to meet the demands of his creditors and that the loss to them will be in the neighborhood of \$50,000 to \$75,000. "The cause of the failure is said to be the desire to accommodate the farmers by letting them haul in their grain and call for their money at any time, while he shipped the grain right away. Some farmers allowed their accounts with him to run for two or three years, and naturally they find their losses staggering."—Tuscola Journal.

Funk's Grove (McLean p. o.), Ill.—A bolt of lightning during a heavy rainstorm started the fire that ended in the total destruction of the Funk's Grove Grain Co.'s elvtr. Oct. 3. The loss on the house alone amounted to \$23,000, which was a little less than half of the total of \$50,000 loss. The house was insured for 75% of its value, but the grain had full coverage. Work on a new 32x36 ft. 12 bin house of wood and iron siding has commenced. A lean-to driveway, two stands of elvtrs., cleaner, automatic scale and individual motors for each elvtr. and cleaner are provided for in the contract awarded to the Bloomington Construction Co. The 20,000 bus. of oats and 5,000 bus. of wheat damaged is being handled by the Chicago Grain & Salvage Co. for the Hartford Fire Ins. Co.

Donovan, Ill.—Judge Frederick A. Hill, of Joliet, feeling that the best interests of the community would be served by an amicable settlement of the long disputed facts concerning the merger of the Donovan Grain Co. and the Farmers Grain & Supply Co., brought such settlement about early this month. The dispute was first reported 49 months ago.

CHICAGO NOTES.

J. M. Byrne, Jr., has been suspended from membership in the Board of Trade for failure to meet his obligations.

The rate of interest for advances on Bs/L for October has been set by the finance committee of the Board of Trade at 5½ per cent per annum.

An amendment to the rules of the Board of Trade has been posted for ballot permitting customers to draw down profits on open trades and permitting brokers to pay telegraph tolls for customers on cotton trades only.

On Oct. 27th a vote on the proposed clearing house plan for cotton on the Board of Trade is to be taken. The success of the cotton trading in Chicago depends upon the adoption of the same plan as used in New York, it is said. It has nothing to do with the present system of clearing grain trades.

Moses J. Bloom, 64, member of the Board of Trade since 1881, was found dead at his farm in Elmhurst Oct. 10. He had been especially active in the wheat pit during the day, which is given as one of the contributory causes. Funeral services were held Oct. 14 at his residence in Lombard, Ill. He is a brother of Ike and Napoleon Bloom, who have been on the Board of Trade for many years.

William Pierce Tuttle, 76, one of the oldest members of the Board of Trade, died Oct. 12. For the past forty-five years Mr. Tuttle has been very active on the board, a world traveler and philanthropist. Eight hundred thousand dollars was left to nineteen charities, and \$500,000 to his son. Joseph Simons, v-pres. of the Board of Trade, and Seward M. Gunderson were nominated as executors. Mr. Tuttle was born Nov. 4, 1847, in Rutland, N. Y. He was of Puritan stock, his ancestors being part owners of the "Mayflower."

All the amendments to the rules establishing rates of commission on transactions in cotton were adopted by the members of the Board of Trade. A commission of \$12.50 for the purchase or sale of every 100 bales, when the price does not exceed 25 cents per pound, was agreed upon; \$2.50 additional will be charged for each 5 cents or portion of above 25 cents per pound. Rates to members are one-half of the non-member rates, the same as on grain. These rates are the same as those at the New York and New Orleans Cotton Exchanges. The following other amendments were adopted: "Amend Section 10 of Rule IV by adding the following after the word 'transaction': 'Nor shall any member, firm or corporation accept or clear trades, or accept orders to be executed on behalf of a non-member employee of a member, firm or corporation, unless the written consent to the employer first be obtained.' Amend the third section of Rule X by striking out, in the third and fourth lines thereof, the following: 'may be excluded from the rooms of the Ass'n until such assessment is paid,' and inserting in its place 'shall be suspended from all privileges of membership until such assessment is paid'; so that said Section 3 will read: 'Section 3. When the annual assessment is made, it shall be considered due, and any member neglecting or refusing to pay the same within thirty days thereafter shall be suspended from all privileges of membership until such assessment is paid.'" It is believed that the remaining contingencies can be so arranged that cotton trading can begin early in November.

INDIANA

New Harmony, Ind.—The New Harmony mill here was placed in operation on Oct. 15.

Angola, Ind.—The Angola Flour Mills are putting in electric equipment for their feed grinding outfit.

Enos (Morocco p. o.), Ind.—The Blish Mlg. Co. has not purchased the elvtr. here.—U. C. Atkinson, Enos Grain Co.

Newport, Ind.—The Newport Grain Co. bought the elvtr. known as the American Hominy Co., Oct. 18, and will open its doors soon.—Newport Grain Co.

North Manchester, Ind.—Work of rebuilding the old flour mill which was destroyed by fire last winter has been started and the mill is expected to be running very shortly.

Dana, Ind.—The elvtr. formerly owned by the National Elvtr. Co. and purchased by Marion Depuy, Clarence Maddox and Henry Storr, will be known as the Dana Elvtr. Co.

Mount Vernon, Ind.—The Hominy Mills that burned out a year ago are practically rebuilt and have already started operation.—The Ezra Stephens Corporation, New Harmony, Ind.

Seymour, Ind.—The foundation for the addition to the Woodstock Mills of the Blish Mlg. Co. is now in. Machinery for the production of chick and live stock feeds has been installed.

Mt. Vernon, Ind.—The Mt. Vernon Mlg. Co. incorporated; capital stock, \$125,000; directors, J. E. Kelley, Wm. H. Gonnerman and Robt. V. Stinson. The mill, which is almost complete, will manufacture flour, meal and all grain and cereal products.

Speicher (Wabash p. o.), Ind.—The Wabash Valley Merc. Co.'s elvtr. burned to the ground Oct. 3, supposedly from the spark of a passing railroad train. The office and records were destroyed; little grain in the house but the loss on the machinery was extremely heavy.

Indianapolis, Ind.—John A. Shields, sec'y and treas. of the Blish Mlg. Co., was re-elected pres. of the Indiana Millers Ass'n at the annual meeting held here this month. H. C. Scearce, of Mooresville, was re-elected v-pres., and Charles B. Riley, of Indianapolis, was renamed sec'y-treas.

Monroeville, Ind.—I expect to devote my time to buying hay, straw and grain on track, and also to the operation of my farm this fall. D. N. Stauffer, of Berne, Ind., bought the elvtr. here that I formerly operated. It has been idle since I left; the house was condemned by the state fire examiner.—H. O. White.

Port Wayne, Ind.—Louis Stiefel and Ben Levy of this city, on one side, and Chas. B. Bower, of Helmer, on the other, are engaged in a suit involving three notes given by Bower to Stiefel & Levy for \$8,000, secured by mortgage on Bower's elvtr. In his answer to their suit to foreclose the mortgage Bower alleges that he was to have received two-thirds of the profits of the elevator, and that he had never been given an accounting of the profits.

Vincennes, Ind.—Suit against Roy Clodfelder has been filed in the circuit court by Mrs. Jessie G. Bond. The names of Mary Clodfelder and Bernary Hancock also appear in the judgment asking for \$1,150 together with \$8,000 still due on notes at 8% interest. In detail, the plaintiff alleges that she sold Roy Clodfelder a piece of land for which she accepted ten notes for \$1,000 each. Two of these notes were paid, then the land was conveyed to Mrs. Clodfelder for no consideration and at a time when she had knowledge that the sum of \$8,000 was still in lien on the property, because of which she asks a judgment in the sum of \$1,150, together with the amount owing on the remainder of the notes which are not as yet due. The notes referred to are the same which were recently stolen from Mrs. Bond in an alleged holdup near Oaktown and which were subsequently found in Clodfelder's desk, as reported in the Journal Oct. 10, page 492.

Greenfield, Ind.—Earl C. Wolf has purchased a half interest in the Greenfield Mlg. Co. Paul New is the other partner.

IOWA

Kingston, Ia.—The Davenport Elvtr. Co. is out of business.

Plymouth, Ia.—Another Farmers Elvtr. Co. is contemplated for this point.

Hampton, Ia.—Numerous repairs are being made by the Farmers Elvtr. Co.

Gilber, Ia.—I sold my elvtr. to C. C. Buck of Iowa Falls this summer.—G. D. Mabie.

Plover, Ia.—The fire in the house of the Hofert-Grove Elvtr. Co. occurred here and not at Rolfe.

Weiston, Ia.—George Silvie, employed by Davis Bros. & Hakes, was married recently to Miss Elma Meier.

Mount Union, Ia.—The Farmers Elvtr. Co. of this place has re-incorporated. They were first incorporated Feb. 1, 1921.

Cresco, Ia.—Mr. Estes, a junk dealer, is planning to tear down the Pioneer Grist Mill, which was sold to him not long ago.

Cylinder, Ia.—Our annex alone is to have 30,000 bus. capacity. It is to be complete Oct. 25.—F. H. O'Halloran, agt., Quaker Oats Co.

Kanawha, Ia.—Only hard work saved the elvtr. of the Farmers Elvtr. Co. on the first of this month, when their coal sheds were destroyed by fire.

Storm Lake, Ia.—The directors of the Farmers Elvtr. have decided to sell between \$6,000 and \$10,000 worth of stock in the company at \$25 per share.

Galva, Ia.—The Galva Union Elvtr. Co. is building a new office building to replace the one that was destroyed by fire some months ago. The new building will be 14x24 feet.

Richland, Ia.—The old Red Mill burned down recently. Mr. Moore leased the mill from O. L. Randall, and lost the grain that was stored therein. It was partially covered by insurance.

Webster City, Ia.—The Farmers Elvtr. Co., managed by R. W. Hall, recently installed a grinder which will be used to supply the local demand for ground feed. Motors of 20 h.p. furnish power.

Dows, Ia.—The Farmers Grain & Lbr. Co. has installed a new electric combination truck and wagon dump and has a new driveway leading to it laid. New cups were also installed on the elvtr. belt.

Waterloo, Ia.—The Cedar Falls Flour Mill Co. has incorporated with a capital stock of \$50,000. John Lemmer is pres.; Dr. W. L. Hearst, is v-pres.; J. G. Wyth, sec'y; and Michael Burke, treas.

Stout, Ia.—The Independent Grain & Lbr. Co. has closed its offices at Zaneta and Hanford and is now caring for all its business from this office. This office is the distributing point for eleven stations.

Bernhart, Ia.—I have bought and have been repairing and painting the Bernhart Elvtr. A new engine will also be installed. Thoma & Son have been operating this plant for the past few years.—A. H. Miller.

Garrison, Ia.—Mail addressed to the Garrison Grain & Lbr. Co. has been returned marked "Not in business any more." This was a farmers' house. The other farmers' elvtr. here went out of business last March.

Coon Rapids, Ia.—Troy Trucks, who works for the E. W. Miller & Co. elvtr., fell from the top of the elvtr. Oct. 13, a distance of some 60 feet. He had ascended to the top of the house on the small manlift and when at the top the wire cable broke, letting Mr. Trucks drop to the bottom. A broken ankle is all the injury sustained, tho it is a wonder he was not killed.

Seymour, Ia.—A. W. Gump and L. A. Park have opened a new grain and feed business here. A number of different grinders have been installed; also a stone burr to grind corn meal. They will do commercial and custom grinding.

Dumont, Ia.—The Farmers Inc. Co-op. Society will re-organize. \$4,000 of the new stock was subscribed for; \$6,000 still to be purchased. J. L. Clemens is pres.; M. J. Evans, sec'y; S. G. Barlow, treas. John Thompson is still mgr.

Ackley, Ia.—A Burroughs adding machine, a check protector and a blank check book were taken from the Farmers Elvtr. Co. here. Entrance to the office was gained by prying a window. Fortunately the safe and office equipment was not damaged.

Alton, Ia.—Klein Bros. elvtr. here was entered by vandals Oct. 13. Every drawer and pigeon hole, as well as the safe, was emptied of its papers, and worst of all, all these valuable papers were taken. There was no money in the safe, but the value of the firm's records, etc., is inestimable.

Sioux City, Ia.—A loss of \$40,000 from fire was suffered by Gard Bros., grain, hay and feed dealers, when their buildings and contents burned Oct. 15. The elvtr. fire was the most serious of a series of blazes started by a firebug, a pyromaniac, who started a number of fires on the preceding Sunday.

Sioux City, Ia.—T. A. Black was elected president of the Sioux City Grain Exchange for the coming year, on Oct. 20. Mr. Black succeeds J. C. Mullaney, under whose administration the former was v-pres. Mr. Mullaney is now the treas. J. T. Scroggs has been elected v-pres. for the coming year and Freeman Bradford re-elected sec'y and traffic mgr. of the exchange. The entire board of directors was re-elected and include T. A. Black, J. T. Scroggs, J. C. Mullaney, M. King, L. C. Button, C. C. Flanley, P. A. Ketels, F. H. Hunting and H. J. Hutton.

KANSAS

Simpson, Kan.—We are just re-organizing. —Simpson Mlg. Co.

Sylvan Grove, Kan.—A small fire loss was sustained by the C. E. Robinson Grain Co. Oct. 6.

Talmo, Kan.—J. B. Sherwood has just purchased the grain elvtr. of Mr. Bullen of Concordia.

Courtland, Kan.—The Farmers Union Elvtr. here installed a Kewanee All Steel Truck Dump on Oct. 3.

Latimer, Kan.—I am the new mgr. here, having just taken charge.—J. J. Woods, Latimer Farmers Union.

Gypsum City, Kan.—Exposing fire was the cause of slight damage to the elvtr. of the Morrison Grain Co. earlier this month.

Solomon, Kan.—The elvtr. of the Shellabarger Mill & Elvtr. Co. was damaged by windstorm at the beginning of this month.

Riley, Kan.—W. S. Timmons has purchased the grain and coal business of the Walter Grain Co. and now owns two elvtrs. here.

Hutchinson, Kan.—Carl Hipple has taken office space in the Rorabaugh-Wiley building and is established in the grain business here.

Huron, Kan.—The Baker-Crowell Elvtr. has been purchased by the Farmers Union. A. Wilson will manage another house for the former company.

Kinsley, Kan.—Mr. William of Jetmore, has never been mgr. of the Rock Mill & Elvtr. Co. at Kinsley. Must have been at some other point.—S. A. Miller, mgr.

Oakley, Kan.—Have just completed repairing our 50-bbl. mill and started operation again Oct. 13. Capacity of elvtr. is 5,000 bus.—E. J. Clegg, Oakley Flour Mills.

Rossville, Kan.—Contract to install new man lift, feed grinder and feed bins for the Farmers Co-op. Elvtr. Co. here has been awarded the Federal Engineering Co.

Trousdale, Kan.—As reported we had our 1,000 pound safe blown with nitro-glycerine, after the knob had been knocked off.—L. A. Coons, mgr. Trousdale Co-op. Exchange.

Winchester, Kan.—I bought the Winchester Elvtr. and have I. L. Stoeffler as mgr. I will repair and remodel this plant and the one recently purchased at Arlington.—C. N. Bunds.

Savonburg, Kan.—The Farmers Union will remodel their house by the installation of a new ear corn drag sheller dump pit, new drive way with attached drain shed, and other minor repairs. I. J. Borton has the contract.

Leavenworth, Kan.—B. E. Corporan, general mgr. of the Kansas Wheat Growers Ass'n has resigned as a result of the purchase of an elvtr. here for \$80,000 by the directors of the organization. E. R. Downie, sec'y, will fill the vacancy.

Stockton, Kan.—The Farmers Elvtr. and the W. H. Morrison Elvtr. were both robbed recently. As usual, the loss suffered did not compare with the amount of damage done, tho \$1,200 in liberty bonds were overlooked in the latter place.

Ottawa, Kan.—Complete corn handling equipment is being installed by the Ross Mlg. Co., the sheller and cleaner having a capacity of 12,000 bus. hourly. For making corn chop, steel cut corn, cornmeal, etc., complete grinding equipment is being added.

Lebanon, Kan.—Clyde C. Moore, mgr. for the re-opened Farmers Union Elvtr., is handling sidelines of coal, feed, flour, salt, etc. The buildings are being remodeled and improved.—Charles W. Kellogg, sec'y Lebanon Farmers Union Co-op. Ass'n. (It was reported that the elvtr. was leased to the Farmers Union Elvtr. Co. of Kansas City, Mo.)

Wichita, Kan.—Fifteen re-inforced concrete tanks of the same type as the 27 now in use will be added to the present 1,200,000 bus. capacity of the Wichita Terminal Elvtr. Co. The total capacity will then be 2,000,000 bus. Ten smaller bins are also included in the addition which will cost \$250,000. Work is to begin as soon as the plans can be approved and the contract awarded.

KENTUCKY

Nicholasville, Ky.—The Glass Mlg. Co. is installing oil engines and dynamos here.

Butler, Ky.—Leon Smith has purchased the saw and grist mill here. The plant has long been idle. It will be remodeled.

Madisonville, Ky.—Fire, thought to have originated when lightning struck electric wires, damaged the Robert Harmon Grist Mill to the extent of about \$4,500 at four o'clock in the morning Oct. 6.

Bowling Green, Ky.—L. A. Collins has remodeled, painted and equipped the mill he purchased from the Park City Roller Mills with new machinery. The firm is now known as the Park City Mlg. Co.

Louisville, Ky.—The Ballard & Ballard Co. is not operating the grain elvtr. of the Wathen Mlg. Co. The collapse of one cylindrical bin and two interstice bins as well as the cracking of other bins, put the plant out of commission.

LOUISIANA

New Iberia, La.—Fire destroyed the New Iberia Grain Co. plant causing more than \$100,000 damage.

MARYLAND

Hagerstown, Md.—William A. Danzer, for \$28,000, bought the frame flour mill, grain elvtr., coal elvtr. and warehouse of the Boyer & Heard Coal Co. at auction. David S. Boyer and C. E. Heard have operated the plant for many years past.

MICHIGAN

Hastings, Mich.—An oil engine has been installed in the Co-op. Mill & Elvtr. here.

Fowler, Mich.—A battery of moisture testers have been installed in the Sturgis Bros. elvtr.

Berrien Springs, Mich.—The Gleaner Clearing House Ass'n's elvtr. was sold at public auction Oct. 24.

Somerset Center, Mich.—Mail addressed to the Farmers Co-op. Ass'n has been returned marked "Unclaimed."

Cohactah, Mich.—W. B. Dean has purchased the elvtr. here, supposedly the John Wigglesworth house. He has long been the mgr. of the Mason Elvtr. Co. at Mason.

Owosso, Mich.—Our roof was destroyed and damage to about the extent of \$200 to contents was caused by fire in our hay barns.—R. E. Hagan, mgr., Farmers Co-op. Elvtr. Co.

Standish, Mich.—Little loss was suffered when the offices of the Standish Elvtr. Co. and the Standish Coal & Lbr. Co. were entered by thieves recently, but the damage done amounted to more than the amount of cash lost.

Brent Creek, Mich.—Alfred Philips of Flushing will manage the elvtr. just purchased by Chatterton & Son of Lansing from the Brent Creek Farmers Co-op. Elvtr. Co. here. The house was placed in operation after a few repairs were made.

Dundee, Mich.—This plant of Karner Bros. & Keinath, recently purchased from the Michigan Mlg. Co., is being enlarged by an addition which increases the floor space by 400 feet. Machinery and equipment from the plant of the Blissfield Co-op. Ass'n, which this former firm purchased this month, is being moved to the Dundee plant and being installed there. The complete remodeling and installation of new machinery will take approximately sixty days. A special power line to the elvtr. is being installed to operate the cleaners, corn shellers, automatic scales, wagon scales, wagon dump and manlift. The Farmers Co-op. Grain & Produce Co. owned both the elvtrs. at Blissfield.

MINNESOTA

Lancaster, Minn.—I am now mgr. for the Farmers Co-op. Elvtr. Co.—N. M. Peterson.

Morristown, Minn.—Work on the new elvtr. for the Big Diamond Mills Co. is progressing rapidly.

Bethany (Altura p. o.), Minn.—I am mgr. at this point for the Lewiston Elvtr. Co. of Lewiston, Minn.—Max Irwinski.

Brown Valley, Minn.—I am quitting the grain business in a short time.—J. C. Redmond. (Mr. Redmond was mgr. of an elvtr. here.)

Austin, Minn.—C. Marboe, former mgr. for the Hormel Mills, is now in charge of the Marboe Mlg. Co. The latter company has just moved its offices in the city.

St. Peter, Minn.—Extensive improvements are being made to the St. Peter Feed Mill by the new props., Chas. Fay & Son, who purchased the business from John Brady.

Lester Prairie, Minn.—Fire in the mill of the Newstrom Mlg. Co.'s mill did \$4,000 damage Oct. 4. The warehouse was also damaged. A boy was seen smoking on the premises shortly before the fire occurred. The damage is being repaired and operation will start as soon as possible.—Newstrom Mlg. Co.

Austin, Minn.—The high rate of electric power being considered too high to make the milling industry profitable is given as the reason for the falling through of the deal to purchase the Hormel Flour Mills here by a newly organized \$100,000 Wisconsin milling company. A mill at Milwaukee has been purchased instead of this one. The Hormel Company is preparing to install its own electrical plant and hopes to have it in full running order by July 1st, when its contract with the city ends.

Mapleton, Minn.—At a meeting of the Equity Elvtr. Co. here it was voted to build a new elvtr. to replace the one destroyed by fire. The board of directors was authorized to let a contract at once for the new building, which will be of wood covered with iron and iron roof. The capacity will be 24,000 bus.

Hastings, Minn.—The King Midas Flour Mill, operated here by Shane Bros. & Wilson, has been sold to the Van Dusen-Harrington Co. of Minneapolis. The King Midas plant, which is also still referred to as Shane Bros. & Wilson, at Shakopee, was also taken over by the Van Dusen-Harrington Co. The mills have a capacity of 4,250 bbls. The King Midas properties have been reorganized as the King Midas Mill Co. William Fulton is pres.; G. F. Ewe, R. W. Goodell and Paul M. Marshall vice-presidents, Walter G. Hudson sec'y and treas., H. N. Cladbourn ass't sec'y and C. B. Rogers ass't treas. A. J. Oberg, formerly sales mgr., becomes mgr. of the Christian Mills. Mr. Marshall will have charge of western sales and Mr. Goodell of eastern sales. C. R. Heaney is in charge of the durum department.

MINNEAPOLIS LETTER.

The Martin Elevator of the Brooks Elvtr. Co. was slightly damaged by fire Oct. 8.

The plant of the Pioneer Malting Co. now belongs to the Interior Malt & Grain Co. of Milwaukee. Storage capacity is to be doubled before the plant is put in operation Jan. 1.

M. E. Grant has been elected v-pres. of the Donahue-Stratton Co. of Milwaukee. He was formerly connected with the Van Dusen-Harrington Co. here. He will open a local office for the Milwaukee firm.

The following memberships in the Minneapolis Chamber of Commerce have been transferred: From Frederick B. Carr, No. 1, to Porter Berryhill; from D. F. DeWolf, No. 2, to Jesse E. Sims; from M. E. Grant to John H. Dunn; from Capel Tilt to John G. Dill, Sr.; from H. H. Thayer to Jacob O. Ewing. Privileges of corporate membership were granted to R. E. Jones Co., Wabasha, Minn.

MISSOURI

Troy, Mo.—Mr. Harry Penn is in charge of the elvtr. opened by the Troy Mills early this month.

Lockwood, Mo.—John H. Wegner, mgr. of Pyle & Kearn elvtr. for the past four years, died here recently.

Washington, Mo.—F. E. Scovell has resigned as mgr. of the Farmers Elvtr. Co. and will move to Pasadena, Cal.

Buffalo, Mo.—L. E. Martin, local representative of a Kansas City loan and investment company, is being held here in connection with the burning of the Prairie Dog Mill, near Quapaw, Okla., on a charge of destruction of property to defraud an insurance company.

Craig, Mo.—The new elvtr. being built for Brownfield & Teare is to be of the same capacity as the one that burned (30,000 bus.), however, the plans call for motor power thru-out. The cob house, where the fire started that destroyed the old elvtr., is to be built away from the main building. Work is to be completed the first week in November.

ST. LOUIS LETTER.

St. Louis, Mo.—Mail addressed to the Missouri Grain Co. in the Merchants Exchange has been returned.

St. Louis, Mo.—Frank B. Woodrow, 50, asst. sec'y and treas. of the Kehlor Flour Mills Co., died after a short illness.

St. Louis, Mo.—The Carlinville Mfg. & Supply Co. has been incorporated for \$50,000 to manufacture feeds, deal in coal, ice and do a general milling business. F. Lenz, E. Postel, C. Brockett, St. Louis, Mo., G. David Cowell, Charles Cowell, Jennie Cowell, Della Cowell, Carlinville, Ill., are the incorporators.—P. J. P.

St. Louis, Mo.—Charles F. Hawe of the Charles F. Hawe Grain & Feed Co. has applied for membership in the Merchants Exchange.

KANSAS CITY LETTER.

The proposed amendments to the rules of the Board of Trade to be voted on Oct. 27, are published elsewhere.

C. C. Orthwein, at one time one of the largest grain dealers here, died in Los Angeles Oct. 21 from a heart attack.

The Jones-Hettelsater Co. have just completed an 800,000-bu. storage addition to the mill of the Washburn-Crosby Co.

The Ryan Coal & Grain Co.'s warehouse and contents were destroyed by fire recently. The loss is figured at close to \$18,500 by J. E. Ryan, sec'y and general mgr. Spontaneous combustion is supposed to have caused the blaze, starting in some green hay.

A penalty for violation of the commission rule is an amendment to the rules of the Board of Trade recently adopted by the membership thereof. This rule prohibits any member from giving away any article of intrinsic value in an effort to attract business.

The Kansas grain inspection department and the Southwestern laboratories have announced an increase of 25c in the charge for making protein tests on wheat, effective Oct. 15. Hereafter the fee will be 75c per car, but the tests will be made in duplicate instead of singly.

MONTANA

Shelby, Mont.—Wm. Halter of Sunburst has rented the Equity Co-op. Ass'n Elvtr. Co.'s elvtr. here and opened the week of Oct. 13. He now operates at Sunburst, Kevin and here.

Ismay, Mont.—A. C. Tracy, formerly agt. for the Columbia Elvtr. Co., has purchased and is operating the Farmers Elvtr. Co.'s elvtr. The Bagley Elvtr. Co. did not rebuild.—J. C. Burke, agt., Columbia Elvtr. Co.

Wilsall, Mont.—The elvtr. owned by the Park Mfg. Co. and leased to Strauss & Co. is undergoing extensive repairs. The roof is being reshingled, the driveway rebuilt and the interior generally renovated.

Comertown, Mont.—The Farmers Elvtr. Co. did not rebuild its house which burned in April of this year. I have been away since May 1st until the first of last month.—Carl Magnusser, mgr., Atlantic Elvtr. Co.

Benchland, Mont.—The Montana Elvtr. Co. is not leasing the Benchland Grain Co.'s elvtr. this year. The latter have been operating it themselves; I am their mgr. We have decided not to operate another year.—W. M. Teslow, mgr., sec'y, treas., Benchland Grain Co.

Conrad, Mont.—The Pondera Distributing Co. has been incorporated with a capital stock of \$100,000. The Hirschberg Merc. Co. will be taken over. Franklin Burnett is pres.; B. J. Bathew, v-pres.; Nels Jensen, treas., and W. E. Thannim, sec'y. Grain is among the material they will handle.

Coffee Creek, Mont.—F. G. Makovsky, the agent here for the Gallatin Valley Milling Co., was formerly in charge of an elvtr. at Arrow Creek. Roy Brischam is now agent for the Montana & Dakota Grain Co. I bought the Farmers Mutual Grain & Supply Co. elvtr. from the bank which had secured it on a foreclosure sale, and installed a Strong-Scott Truck Dump and a large No. 6 Dual Cleaner. I have been operating as the Judith Basin Grain Co.—H. G. Ronish.

NEBRASKA

Omaha, Neb.—The Neal Grain Co. has closed its offices here.

Arnold, Neb.—After making extensive repairs the Arnold Roller Mills have re-opened after a 60-day shutdown.

DeWitt, Neb.—It was our elvtr. here and not at Beatrice that suffered slight damage from wind.—Black Bros. Flour Mills.

Crete, Neb.—Fire, caused by burning out of transformers located on a pole near the mill of the Crete Mills, did slight damage.

Trenton, Neb.—Excavation and foundation wall is about completed for the new elvtr. to be erected by William Sheridan here.

Elkhorn, Neb.—H. A. Nolte and Clyde Holister have purchased the Farmers Union Elevator. They will now operate both elvtrs. here.

Lewiston, Neb.—The sides of the Derby Grain Co.'s elvtr. will be covered with galvanized iron and a new roof will be put on by the Federal Engineering Co.

Touhy, Neb.—A small loss to the elvtr. of the Farmers Co-op. Grain Co. occurred from fire which is supposed to have started from a spark of a passing locomotive.

Holdrege, Neb.—Only fast work on the part of the fire department saved the Nye-Schneider-Jenks Co.'s elvtr. from destruction. As it was, the elvtr. suffered only partial ruin.

Byron, Neb.—H. C. Gregory, who was formerly mgr. for J. F. Gregory & Sons here, is now connected with the Cort Addison Grain Co. at Kansas City.—Ray Gregory.

Crofton, Neb.—Emil Eliasson was formerly connected with the John F. Westrand Co. before he succeeded Nial Viles as mgr. of the Farmers Grain & Stock Co. Both firms are located here.

Seward, Neb.—Martin Hulshizer of Kansas City and R. T. Hulshizer of Manhattan, Kan., have purchased the Boyes interest in the Seward City Mills. The firm name will hereafter be M. Hulshizer Mfg. Co.

Kearney, Neb.—The J. P. Gibbons Grain Co. has started work on the erection of three large concrete grain storage elvtrs. adjoining its present elvtr. The 25,000-bu. addition will be ready for operation by Nov. 1.

Beatrice, Neb.—We are installing an auxiliary oil engine power plant of 400 h.p. at a cost completed of \$60,000. This plant will assist our three hydro power plants in carrying peak loads.—C. L. Aller, Black Bros. Flour Mills.

Hebron, Neb.—Our elvtr. did not suffer any damages from the fire which started by spontaneous combustion of coal, as the coal sheds are about 75 ft. from the elvtr. Insurance covered all loss due to fire and water.—Machin-Willig Grain Co.

Overton, Neb.—I am out of the grain business.—Ed Hagg. The Trans-Mississippi Grain Co. still own the elvtr. operated by Ed. Hagg last winter. It has been closed for the past six months, but expect it will open soon.—J. E. Bailey, mgr. Farmers Elvtr. Co.

Berea, Neb.—The Berea Elvtr., formerly owned by Barker Bros., has been sold to George and Steve Deaver of South Colton, Neb. The latter will be in charge here. F. A. Barker, who has been managing the firm, will stay with the new owners for a time.

Alliance, Neb.—The up-to-date cribbed elvtr. for George Nueswanger has been completed here by the R. M. Van Ness Construction Co. The house was fitted for handling all kinds of grain and seeds and for the cleaning and grinding thereof. In addition to this elvtr. there is a large warehouse which is used for storing feed and merchandise of various kinds. The elvtr. is covered with galvanized iron siding, asbestos roofing and the equipment consists of a 10-ton truck scale, electric truck dump, an attrition mill, also a roller mill for grinding feed, two stands of elevators, a large capacity cleaner, an overflow distributor system, steel spouting, manlift and other modern equipment. The warehouse is equipped with an electrically operated freight elevator that has a capacity of 2,000 lbs. This elevator is used to serve a large concrete basement under the warehouse.

Bridgeport, Neb.—Contract has recently been closed with the Dunlap & Dove Co. for the erection of a 10,000-bu. cribbed modern elvtr. to be built on the U. P. Ry. This elvtr. will be equipped with up-to-date machinery and will have a warehouse and office in connection. Work by the R. M. Van Ness Construction Co. has been started on the erection of this building.

NEVADA

Reno, Nev.—Mail addressed to the Associated Mlg. & Elvtr. Co. at this point has been returned.

NEW ENGLAND

Poland, Me.—The Casco Union has sold its mill property and grain business to Mr. Richardson of Songo.

Bristol, Vt.—The A. B. Kilburn grist mill burned Oct. 19 with a loss of \$10,000. The same fire did over \$100,000 damage in the town, taking everything before it.

Goffstown, N. H.—Charles C. Moore has sold his grain business to the Merrimack County Farmers Exchange of Concord, N. H. They will continue in the retail trade here.—Robt. M. Gordon Grist Mill.

NEW MEXICO

Clovis, N. M.—Our new two-story warehouse is already enclosed. This unit more than doubles our present warehouse capacity. The building is of ironclad frame construction and is equipped with a freight elvtr.—Clovis Mill & Elvtr. Co.

NEW YORK

Wyoming, N. Y.—We will have 20,000 bus. total capacity when finished with enlarging our elvtr.—Geo. W. Haxton & Son.

Troy, N. Y.—Plans for the new grain elvtr. for New York State are being drawn by the New York State Engineering Dept. The house is to cost \$800,000, of which \$300,000 has already been appropriated. The city is to be included on the "deeper Hudson project," it is understood. Mr. La Du, state engineer, states that the house will not be built in "piecemeal" fashion as was the state elvtr. at Oswego, nor will construction begin until the full appropriation is forthcoming.

BUFFALO LETTER.

Buffalo, N. Y.—Willis B. Coombs is now federal supervisor acting in charge, succeeding John Cavanaugh who has been transferred to Norfolk, Va.

Buffalo, N. Y.—George H. Meyer, 34, pres. of the George H. Meyer Malt & Grain Corp., died Oct. 14 of pneumonia. Mr. Meyer had been ill but five days previous to his death. Five years ago he became head of the firm which bore his name, his father, the founder, having died. He is survived by his widow and three children.

Buffalo, N. Y.—The Saskatchewan Co-op. Elvtr. Co., Ltd., with headquarters at Regina, Sask., has made public the plans for a 1,100,000-bu. terminal elvtr. at this point costing approximately \$800,000. It is expected to have the plant ready in the late summer of next year. The company now owns 434 country elvtrs. with a capacity of 13,900,000 bus. and terminal elvtr. capacity of 15,100,000 bus. The plant will occupy 12 acres of land.

NORTH DAKOTA

Jamestown, N. D.—The Russell-Miller Mlg. Co.'s mill and elvtr. at this point are closed.—Agent.

White Earth, N. D.—A new 10-ton scale and truck dump was installed for the Farmers Grain Ass'n.

Washburn, N. D.—After a three weeks' shutdown, the flour mill of the Washburn Mlg. Co. has resumed operations.

Inkster, N. D.—H. Morris is successor to W. T. Dahl as agent for the Great Western Grain Co.'s elvtr. here.

Ray, N. D.—The Equity Elvtr. & Trading Co. has painted and repaired its elvtr. this month.—A. H. Maids, mgr.

Appam, N. D.—The Appam Farmers Elvtr. Co. has installed a flax cleaner. I am back as mgr. for them.—Leonard E. Broe.

Tioga, N. D.—The name of the Farmers Elvtr. Co. recently purchased by me is now the E. O. Dickinson Grain Co.—E. O. Dickinson.

Harvey, N. D.—The Schulz Grain Co.'s elvtr. here, formerly the Gackle Grain Co., is now open for business with David Raugust as mgr.

Sentinel Butte, N. D.—The Farmers Elvtr. & Trading Co. has absorbed the interests of the Butte Grain Co. The business of the two elvtrs. will be consolidated.

Sheldon, N. D.—A. A. Brown, formerly mgr. of the Coburn Farmers Elvtr. Co., Coburn, N. D., will succeed C. P. Elliott as mgr. of the Sheldon Farmers Elvtr. Co.

Lisbon, N. D.—I took over the Equity Elvtr. & Trading Co.'s elvtr., machine sheds, etc. here and will run it as a strictly independent elvtr. under my name.—J. G. Crites.

Hannah, N. D.—Walter Fink is local mgr. for the Hannah Grain & Supply Co., succeeding O. J. Pladsen.—O. E. Countryman, agt., St. Anthony & Dakota Elvtr. Co.

Carbury, N. D.—The Farmers Elvtr. is putting in a truck dump. We put one in last month, as reported. It was a Strong-Scott.—John Glamset, agt. National Elvtr. Co.

Belfield, N. D.—The 40,000-bu. elvtr. being built for the Belfield Farmers Union Elvtr. Co. has already taken in some grain. This house replaces the one that burned last month.

New England, N. D.—We have just completed a 15,000 bu. annex to our elvtr. here instead of building a new elvtr. as reported.—Western Lumber & Grain Co., headquarters, Bowman.

Benedict, N. D.—Expect to spend \$1,000 on repair work on our plant. The work is under way now. I am the new mgr. here.—Segfred Holmberg, mgr. Benedict Farmers Co-op. Elvtr. Co.

Emrick, N. D.—The Emrick Grain Co. has incorporated with a capital stock of \$10,000. Matt Bayer, Mandan; Wendell Olson, Cuyaga; and W. P. Brown, Minneapolis, are the incorporators.

Kief, N. D.—The Kief Grain Co.'s elvtr. has been destroyed by fire. The elvtr. contained 15,000 bus. of wheat and 5,000 bus. of rye; mostly covered by insurance. Their elvtr. was just recently repaired.

Bismarck, N. D.—Between 400 and 500 more country elvtrs. will be operated this year over last in the state of North Dakota. Last year some 1,746 elvtrs. operated in the state. The fine crops is attributed as the reason for the increase.

Pisek, N. D.—The Lybeck Grain Co.'s elvtr. has been destroyed by fire; loss \$10,000, insured. The fire broke out early on a Sunday morning and when discovered was too well under way to be checked by the efforts of the volunteer fire dept. J. Kouba is the mgr. The grain was partially salvageable.

Easby, N. D.—The St. Anthony & Dakota Elvtr. Co. has installed a new truck dump in its elvtr. here. H. Holz is agt. The Smith Elvtr. Co. has also installed a truck dump in their elvtr. here. T. Backes is the new agt. for Cargill Elvtr. Co. here succeeding John Stremick. The National Elvtr. Co. has given its house a new coat of paint besides having installed a Strong-Scott Truck Dump.—H. McLean, agt. National Elvtr. Co.

Lankin, N. D.—I have succeeded Mr. Halverson as mgr. for the Spaulding Elvtr. Co. He is now connected with the Lamb Elvtr. Co. at Michigan City, No. Dak. I was formerly associated with the French Trading Co. of French, Minn.—O. E. Thurman.

Dickinson, N. D.—John Obrigewitsch and son, Max, bought the Walton & Davis Co. elvtr. here. The new owners placed the house in condition and opened up earlier in the month with Max Obrigewitsch in charge as mgr. and grain buyer. His father will continue to buy grain at the Dickinson Roller Mills. The Walton & Davis elvtr. has not been used for several years, except for grain storage. It is well equipped however.

OHIO

Toledo, O.—The Grain Marketing Co. has taken over the B. & O. elvtr. here.

Ebenezer, O.—H. C. Petry has bought a new feed grinder and will start a feed grinding plant.

McClure, O.—We are installing a new Western. Sheller and Feeder in our elvtr. here.—C. C. Shafer, mgr. McClure Elvtr. Co.

Cincinnati, O.—Mr. Vinton Perin, recently arrested for shooting his mother-in-law was in no way connected with the firm of Perin-Brouse-Skidmore Grain & Mlg. Co.

Piqua, O.—The Kirkwood Grain & Supply Co. at Kirkwood, O., will discontinue business Nov. 1. We are going to install an attrition mill this fall.—The Fristoe Grain Co.

Pemberton, O.—I will put in another electric motor and enlarge my feed storage. Also expect to build new coal bins with latest improved coal handling machinery.—J. W. Simmons.

Columbus, O.—The Ohio Millers State Ass'n will hold its Fall meeting at the Hotel Fort Hayes here on Nov. 19 and 20, and all will break bread with their competitors.—Frank H. Tanner, sec'y.

Bellevue, O.—The Double-O Mlg. Co. has succeeded the Gardner Mill here and is doing a feed grinding, grain and hay business. A new double driven attrition mill was installed. A full line of flour and feeds is being carried.

Wauseon, O.—The Ohio Grain Dealers Ass'n has invited all elevator operators of northern Ohio to meet at the Avery Inn next Friday evening, Oct. 31, at 6:30. Pres. S. L. Rice will preside and Sec'y Joe McCord has promised to attend. A large attendance is assured.

Oakwood, O.—G. W. Noggle is enlarging his grist mill at this place and is replacing his hammer mill with a large Bauer Attrition Mill. This is the only grist mill in this section of the country. The order for the machinery was placed with J. G. Troester of the Sidney Elvtr. Manufacturing Co. and J. M. Bell of Bauer Bros. Co.

Circleville, O., Oct. 21.—The Ohio Grain Dealers Ass'n held an enthusiastic meeting here tonight with 44 in attendance. The spirit of helpful goodfellowship dominated the meeting. Every elevator operator of the state is anxious to join in the work of improving trade conditions and with such hearty co-operation as shown here success is assured.

Columbus, O.—The Ohio Grain Dealers Ass'n held local meetings at Circleville, Oct. 21; Marion, Oct. 22, and Norwalk, Oct. 23. All meetings were addressed by President S. L. Rice and V. E. Butler of the Grain Dealers National Mutual Fire Insurance Co. The meeting at Marion was preceded by a dinner at the new Hotel Harding, tendered the visitors by the Marion National Mill Co., through C. A. Owens. The meeting at Norwalk was preceded by a dinner at the Kiwanis Club. The great success of these gatherings has prompted the calling of meetings at Van West, Oct. 29; Greenville, Oct. 30, and Wauseon, Oct. 31. The Greenville meeting will be started with a dinner at the Elks' Club.

Rosewood, O.—John M. Birkhold has been appointed receiver for the Rosewood Farmers Elvtr. Co. The appointment was made following the filing of a petition setting up claims against the company totalling \$16,500, and asking that a receiver be appointed to take over and sell the assets of the company.—Appraisers have been appointed also.

Chippewa Lake, O.—I will again take over active management of my elvtr., the Chippewa Cash Elvtr., on April 1, 1925, having leased the house until that time. New motors will be installed and a new line of lumber and builders' supplies added. My health was the reason for my withdrawal from the grain business and the leasing of my mill also.—C. W. Carlton.

Covington, O.—S. J. Rudy & Sons are installing a complete custom grinding unit in their elvtr. here. The equipment will include a 24-inch motor driven Bauer Attrition Mill, a No. 2 Triumph Crusher with Sidney Elevating and Transmission machinery. The order for the plans and machinery was placed with John G. Troester of the Sidney Elvtr. Manufacturing Co. and J. M. Bell of the Bauer Bros. Co.

Van Wert, O.—Upon request of a number of dealers of this section the Ohio Grain Dealers Ass'n has called a meeting of all elevator operators of this territory for Wednesday evening, Oct. 29, in the Y. M. C. A. Home. The Van Wert Orchestra will make the dealers forget their troubles. H. G. Pollock will act as chairman of the meeting. Pres. S. L. Rice, V. E. Butler and C. O. Garver, will address the dealers.

Conover, O.—The Conover Grain Co. will remodel its grinding department and have placed their order for all new equipment to replace their stone burr. When completed their grinding plant will be modern in every way. The machinery order was placed through J. G. Troester of the Sidney Elvtr. Manufacturing Co. and J. M. Bell of Bauer Bros. Co. and includes a Bauer Attrition Mill, Cob Crusher, elevators, bagger, and transmission.

OKLAHOMA

Dewey, Okla.—The Dewey Mill & Grain Co. will re-open in a short time after long idleness.

Camargo, Okla.—The W. B. Johnston Grain Co. installed a Kewanee All Steel Truck Dump recently.

Buffalo, Okla.—Jim Litz, mgr. of the L. O. Street Grain Co., is building a basement under the warehouse at the elvtr. to be 18x30x10 ft.

Beaver, Okla.—The Oklahoma City Mill & Elevator Co. installed a Kewanee truck dump and electric lights here this fall.—Wm. Orr, mgr.

Fletcher, Okla.—The Fletcher Grain Co. installed a Fairbanks-Morse scale and have also entered the coal business.—H. G. Smith, mgr.

Chickasha, Okla.—The 30,000-bu. Farrington 1 Elvtr. on the Frisco has been leased to the Linton Grain Co. and is now open. F. R. Linton is owner of the company.

Oklahoma City, Okla.—The club house on the Cimarron River where the Oklahoma City Grain Dealers do all their duck hunting has been repaired and made enjoyable again for the coming season.

Bartlesville, Okla.—Geo. C. Pinkerton and Bert Phillips, of Coulterville, Ill., who recently bought the Bartlesville elvtr., have also leased the corn mill here for the winter. They plan to install machinery for making livestock and poultry feeds.

Ponca City, Okla.—W. H. Patterson and I. Taylor, formerly with B. C. Christopher Grain Co. of Kansas City, have associated themselves with A. H. Shriver & Co., and will be in charge of the city sales department. Mr. Patterson has been a traveling representative of the Kansas City firm.

Chickasha, Okla.—Six re-inforced concrete (120,000 bus.) grain storage tanks are being built here by the Jones-Hettelsater Const. Co. for the Chickasha Mlg. Co. A one story and basement brick and concrete warehouse is also being put up by the mill.

Chattanooga, Okla.—My new 10,000-bu. iron clad elvtr. is complete and have already handled 20,000 bus. A Richardson Automatic Scale, a ball-bearing car loader, a steel Kewanee Truck and Wagon Lift, a disc separator, manlift, Fairbanks-Morse Oil Engine and Ball Bearing Roller have been installed.—P. A. Cope.

Helena, Okla.—The Choctaw Grain Co. is now installing a 10-h.p. electric motor. The elvtrs. at this point are all electric driven now except our house, and we will install a motor soon. We are not handling any grain on our own account, but receive, store and load for Elmer Estill.—Smith L. Jones, mgr. Farmers Co-op. Shipping Ass'n.

OREGON

Portland, Ore.—James J. MacCormack, grain and flour commission man of Seattle, is expected to open a branch office in this city at an early date.

Nolin, Ore.—H. W. Collins suffered approximately \$90,000 damage to his warehouse and elvtr. by fire. Between 45,000 and 50,000 bus. of barley and wheat were stored in the elvtr. and warehouse, the larger portion of which was owned by the farmers. Most of the grain was covered by insurance tho some of last year's crop was only at the rate of \$1 per bu. The buildings were worth approximately \$20,000; insurance amounted to only \$15,000.

SOUTH DAKOTA

Clark, S. D.—The Atlas Elvtr. Co. has repainted its elvtr.

Yale, S. D.—The Farmers Elvtr. Co. is repainting its elvtr. property.

Albee, S. D.—The Farmers Elvtr. Co. has repainted its elvtr. and coal shed.

Brookings, S. D.—The Farmers Co-op. Co. is repainting its double elvtr. here.

Badger, S. D.—Our flour house is of frame construction and is 16x24 feet with 6 foot posts.—Farmers Elvtr. Co.

Strandburg, S. D.—Gottfred Nelson has succeeded his father, J. O. Nelson, as mgr. of the Farmers Elvtr. Co. here.

Broadland, S. D.—Our new house is of 25,000 bus. capacity and strictly modern. Strong Scott furnished the machinery.—H. E. Kreitman, Atlas Elvtr. Co.

Astoria, S. D.—H. Hinderaker is now mgr. of the Farmers Elvtr. Co. here. He was formerly connected with this same firm in the same capacity several years ago. Carl Nelson is assistant mgr.

Plumb (Lesterville p. o.), S. D.—John Kozel, who has had charge of the Plumb Grain & Supply Co. for several years, has resigned his position here and now succeeds A. A. Patric as mgr. of the Farmers Elvtr. at Lesterville.

Yankton, S. D.—Mail addressed to the Yankton Grain Co. has been returned marked "Moved and left no address." The company's elvtr. was destroyed by fire and rebuilding was contemplated, though apparently not executed.

Mobridge, S. D.—We moved our Oldham office here so that we may inspect westbound carlots of corn and other grain. When the grain is not in proper condition for our trade it will be unloaded and cleaned before being sent on. Our elvtr. still remains at Oldham where Soren C. Jensen is buyer. A. B. Fruen is located at Minneapolis and I am in charge here.—Bob Fruen, Fruen Grain Co.

Toronto, S. D.—It was four o'clock in the morning when lightning struck our elvtr., though as reported it was discovered in time to extinguish the flames after only \$35 damage was done. The wind unfortunately added to the destruction.—Farmers Co-op. Co.

TENNESSEE

Columbia, Tenn.—W. N. Butler & Co. has completed the construction of its new warehouse here for the storage of feedstuffs and hay. The company will do a regular storage and warehouse business. The capacity of the house is approximately twenty cars of grain, with ample space for hay.

Union City, Tenn.—We have recently purchased the 100,000-bu. modern, fully equipped Union City Elvtr. Co.'s elvtr. here. We are now installing a new up-to-date corn shelling plant in a brick fireproof building and from now on will do a general grain business. J. W. Jefferson of St. Louis is in charge.—Missouri Grain Co.

Memphis, Tenn.—The following memberships in the Merchants Exchange have been transferred: J. E. Tate Est. to J. D. Mayes; J. S. Denyven Est. to Frank W. Barr; J. D. Nothorn to M. M. Bosworth. Application for transfer: W. F. Bridewell and the Bellevue Cotton Oil Co. to the Union & Planters Bank & Trust Co. Memberships are selling in the neighborhood of \$1,200.

TEXAS

Crowell, Tex.—The Bell Mill & Elvtr. Co. has made some improvements in its plant.

Hale Center, Tex.—Specifically, the Chapman Mlg. Co. built a new scale house and office.—D. P. Bates & Co.

Celina, Tex.—W. C. Lewis of Fort Worth has recently assumed management of the Celina Mill & Elvtr. Co.'s plant here.

Greenville, Tex.—The Greenville Mill & Elvtr. Co. recently held "open house" in their new plant; inspection of equipment was made by all visitors.

Clinton, Tex.—The Southern Pacific has made public its plans for a new terminal and dock system to be constructed here, the cost to exceed \$1,000,000.

Kerrville, Tex.—With the exception of the feed mill and a cotton gin, the flour machinery in the plant of the Kerrville Roller Mills is being removed preparatory to converting the plant into an ice and cold storage house.

Tulia, Tex.—A total loss was sustained on the old elvtr. of the Farmers Grain Co. on Oct. 12. The company was adding a warehouse to its elvtr., the addition being 84x30 feet, with basement of 14x38 feet; it is presumed that this was also destroyed.

Houston, Tex.—On Oct. 2nd the Houston Port Commissioners decided to accept bids for the construction of a \$1,000,000 elvtr. to be built here. Plans for building the elvtr. were worked out some time ago by the John S. Metcalf Co. but the port commissioners held up work on the project until the export grain trade, demoralized by the war, approached normal. The initial capacity of the elvtr. is to be 1,000,000 bus., looking to an ultimate capacity of 6,000,000 bus.

Fort Worth, Tex.—The Kimbell Mlg. Co.'s ironclad frame warehouse, 80x180 by 30 feet high, on a heavy concrete foundation adjacent to its new elvtr., is nearing completion. The Jones-Hettelsater Const. Co. also has the contract to add 300,000 bus. reinforced concrete storage to the new elvtr. It will consist of 10 cylindrical bins 17x90 feet and be spaced so as to provide 31 additional bins for elvtr. The capital stock of the Kimbell Mlg. Co., Inc., has been increased from \$200,000 to \$600,000.

UTAH

Salt Lake City, Utah.—Because of the fire that burned us out of our office and store, we are now operating at our warehouse. We expect to be back in the "old stand" about the first of the year.—Porter Walton Co.

WASHINGTON

Hay, Wash.—The elvtr. that burned here will not be rebuilt.—La Crosse Elvtr. & Produce Co.

Wilbur, Wash.—George Gormerly closed the Pacific Coast Elvtr. Co.'s warehouse here until next June. He is mgr.

Rosalia, Wash.—A. E. Thayer, who has been mgr. of the Palmerton Moore Co., resigned here suddenly. Chris Almond was appointed his successor.

Longview, Wash.—The A. B. C. Warehouse Co. commenced receiving hay, grain, etc., recently. W. H. Newcom is mgr. Feeds and seeds are also handled.

Seattle, Wash.—Mail addressed to the Bell-Goodrich Co., Lyon Bldg., has been returned. The firm was established June 1, 1921, and A. J. Bell, one of the partners, died the same month.

Walla Walla, Wash.—The Cameron-Yenney Grain Co. has just moved into a new six-room office here, more than doubling its previous floor space. The firm set a record earlier this month, buying over 500,000 bus. of wheat in one day. One transaction netted a single buyer over \$200,000.

Mount Vernon, Wash.—The oatmeal mill belonging to the Fisher Flouring Mills, of Seattle, was completely, and the grain warehouse and feed mill of the City Grain & Feed Co., was partially destroyed by fire on Oct. 14. The loss of the first mill, which includes 40,000 sacks of oats, is figured between \$150,000 and \$175,000. The roof and part of the interior of the warehouse and mill of the second concern were damaged at a loss of \$80,000.

WISCONSIN

North Freedom, Wis.—Oscar Wagner has purchased the flour mill here.

Shullsburg, Wis.—The Hillary Flour & Grist Mill have been sold to Harry Nethery.

Milwaukee, Wis.—G. W. Chandler, member of the Chamber of Commerce since 1866, died Oct. 22.

Aniwa, Wis.—G. Arsten has purchased a building here and will remodel it for a feed store and grain elvtr.

Durand, Wis.—A feed grinding mill has been installed at the elvtr. of the Durand Co-op. Exchange for custom grinding.

Green Bay, Wis.—The new Green Bay Grain & Feed Co. is conducted by Fred De Broux, former proprietor of the defunct Badger Grain Co.

Union Grove, Wis.—The Farmers Co-op. Elvtr. Co. has been making extensive repairs on its place of business as well as having added a new 64x18x14 ft. coal shed.

Spooner, Wis.—J. W. Sleight is building a 30x30 ft. addition to the warehouse which he has been using in his flour and feed business. The original plant was 30x40, and with the new part he will have storage for three carloads, besides the basement room under the old part.

Jefferson Junction, Wis.—The \$50,000 addition to the present milling plant of the Ladish Mfg. Co., of Milwaukee, is well under way. The 25,000-bu. concrete elvtr. foundation is in and a two-story 90x100 foot brick warehouse is being constructed. The contract, which was awarded Burrell Engineering & Construction Co., also calls for a new concrete molasses tank. The addition will be completed by Nov. 1st.

Milwaukee, Wis.—That a grain elvtr. will be built here by the Chicago, Milwaukee & St. Paul Railroad this year, which will have close to 1,500,000 bus. total and 30-40 cars daily capacity, is an erroneous statement.—H. E. Byram, pres., Chicago, Milwaukee & St. Paul Railroad Co.

Joel, Wis.—We have just completed the installation of new machinery in this Soo Line plant, having removed all the old grinding machinery. This puts us in a position where we can handle mixed cars, making all our own feeds and also handling custom grinding to advantage.—Anderholm Brothers, Inc.

Green Bay, Wis.—The 500,000 bus. concrete storage annex costing \$100,000 and being erected here for the Green Bay & Western Railroad to the rear of the present elvtr. is 40x143 feet by 103 feet high. Storage space three times the capacity of the present elvtr. is provided in the structure now being erected. James Stewart & Co., engineers, hope to have the plant completed by December.

GOVERNMENT OWNERSHIP of the railways has cost the Canadian people \$1,500,000,000 thus far. This does not include the lost interest, which might have been received if the sums invested were entered in accordance with strict business principles, instead of lost in intricate bookkeeping, or simply forgotten.

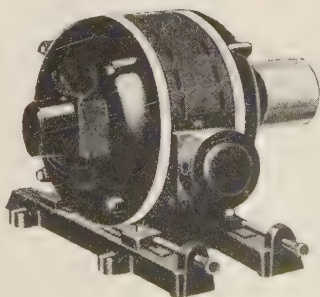
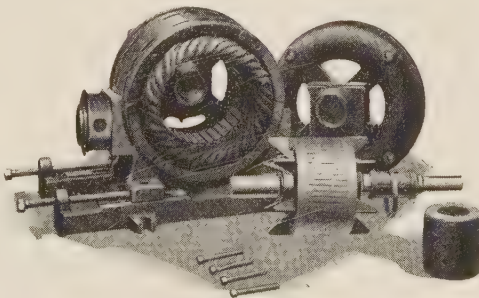
Motor Manufacturers Recognize Demands of Grain Trade.

The ever increasing care being exercised by elevator and mill owners in the selection of electric motors that do not increase their fire hazards is causing motor manufacturers to devote more care and consideration to the production of motors that are dust proof and will not spark.

Recognizing this attitude on the part of this class of buyers the Howell Electric Motors Co. is actively pushing the sale of the motor shown herewith for elevator and flour mill work.

This motor is of the squirrel cage type much favored by mill and elevator owners and fire insurance companies. It is available in both oil ring and ball bearing types up to 100 H. P.

There are two features of much interest to the grain trade. The first is that it is self-ventilating and cannot become coated with dust that causes overheating. The second is that there are no brushes and therefore sparking is absolutely impossible. These advantageous features should win the approval of elevator and mill owners as well as fire insurance companies writing insurance on such property or its contents.



Dust Proof Self Ventilating Motor of Squirrel Cage Type.

No Change in Grading Frosted Grain of Canada.

In answer to general complaints over the grading of frosted grain, Geo. Serls, chief grain inspector at Winnipeg, Man., has written a report, which follows:

Regarding the reason for so much dissatisfaction in the country over the grading of this crop, I believe that most of the complaints arise from the fact that for the past number of years the crops have been mostly of good quality. The seasons have been about a month earlier than this year and escaped with very little, if any, frost damage.

This year the seeding was late, and the summer was cold and backward, which caused the crop to ripen unevenly.

The sample on this account shows a mixture of immature wheat.

There was also early frost over a considerable portion of three provinces which caught the crop in an immature stage, and the samples from these districts is both green and frosted.

The wheat from the frosted districts is plump and heavy and the producers are apparently judging their grain entirely on its weight, not on its soundness.

Weight alone does not determine the grade, as provided in Sections 107 and 116 of the Canadian Grain Act.

The early wheat of this crop arriving for inspection during the month of September graded 87 per cent into the contract grades of 1 northern, 2 northern and 3 northern, which is as high a percentage as the crop of 1923.

For the first eleven days of October, when the wheat began to move from the frosted districts, the percentage of contract grades has fallen to 67 per cent.

There has been no change in the system of inspection.

The same classification is given to frosted wheat as was given in previous years when the country was unfortunate enough to have a frosted crop.

There are also complaints in regard to the standard board not having met to set the standards for commercial grades.

Standard Samples: I have gathered enough samples to make standard samples from, but owing to climatic conditions I do not consider it wise to call the standard board together. We have had heavy continuous rains and snow, which has covered a large portion of the three provinces. This will change the appearance of the wheat, as it will show bleach and sprouts, and if standard samples were made from the samples on hand, which were all threshed before the rains started, they would not represent the crop.

These standard samples are distributed to all countries that import our wheat, and if they do not represent what they get there would be no end of trouble.

As soon as threshing starts again so that I can get samples that I consider will represent the wheat that is to come forward, I will call the standards board together.

MINNEAPOLIS, MINN.—A new high price for a car of fancy one hard spring wheat was paid on the floor of the Chamber of Commerce for a carload from Montana, Consigned to L. N. Ritten and sold to the Simmons Grain Co., on Oct. 17. The car brought 27c over the December option at the time of the sale, making \$1.75 per bu., the wheat testing 15% protein and weighing 63 lbs. to the bu.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Blamed the President for Low Prices.

Last November a couple of farmers from the Bearpaw Mountains came in with small loads of wheat to sell and after asking many questions and convincing us that they seldom came to town, they inquired, "What are you paying for wheat?"

When I told them 85c a bushel they both blew up and abused everybody and everything. One of them, no doubt a cousin of Wild Bob's blamed President Harding, and asked why don't he do this and why don't he do that. "There is no excuse for wheat being so cheap. He should be shot for permitting such low prices."

When I informed him that the President had died several months before, he shut right up, grabbed his check and hurried away, evidently thoroly ashamed of himself for he has not been back.—Montana Buyer.

Eureka and Invincible Works United.

The entire business of the Invincible Grain Cleaner Co., at Silver Creek, N. Y., has been taken over as a going concern by the S. Howes Co., makers of Eureka Grain Cleaners Clippers and Scourers.

The Invincible Grain Cleaner Co. was organized on Feb. 13, 1896, as the Howes Grain Cleaner Co. On Jan. 16, 1897, the name was changed to Invincible Grain Cleaner Co. and it has been operating under that title ever since.

With the exception of Elgin Keith and C. A. Lanphere, the original incorporators, directors and officers have passed on. It is chiefly due to Mr. Keith's ability as a manufacturing executive and his rare genius as a mechanic that the Invincible Grain Cleaner Co. attained the enviable position it now occupies.

Invincible machinery is found in all of the large grain elevators built in recent years; and the new flour mills now being built have Invincible machinery thruout in their grain cleaning departments. The new Pillsbury mill at Buffalo will have Invincible grain cleaning equipment. The Invincible Grain Cleaner Co. was strong financially and made a good line of machinery, but Mr. Keith was 77 years old and Mr. Lanphere 84 years of age. The latter had recently been in the General Hospital at Buffalo for five weeks. By the transfer of ownership the Invincible plant will come under the more vigorous management of the S. Howes Co., A. C. Barbeau, pres. of the S. Howes Co., being elected also pres. of the Invincible Grain Cleaner Co., with M. L. Barbeau, vice pres.; W. K. Miller, sec'y; G. C. Settzo, treas. These gentlemen and C. C. Holmes now constitute the board of directors of the Invincible Co.

It is the intention to continue the operation of the Invincible plant under the existing corporate name. Grain cleaners bearing the well known Invincible trade mark and packers and dust collectors will be built as before and probably in increased volume.

This at once sets aside rumors which have been rife to the effect that all work would be concentrated in the Eureka Works and the other shop shut down. According to their present plans, the new proprietors will also build a very extensive and up to date line of machinery for canning factories in the plant just acquired and operations to that end will soon be under way.

Altho Mr. Keith, the retiring president, is handing over the reins to younger men, that does not necessarily mean he will cease all

business activities. To expect that of a man with such an alert mind would be impossible. It is indeed a pleasure to his successors to be able to announce that Mr. Keith's technical experience will still be available in an advisory capacity to his many staunch friends in the milling and canning industries.

An indefatigable worker from early youth, and possessed of a genial nature, Mr. Keith inspired with the spirit of optimism all those with whom he came in contact. Small wonder then that Mr. Keith built up an organization imbued with loyal and earnest endeavor. Mr. Keith might rightly be termed a self-made man. He had to hew his own way in the world. With the best wishes of his friends who are legion, he now retires to enjoy the fruits of his labor.

To A. C. Barbeau is due in great measure the success of the S. Howes Co. Its business has been built up to its present proportions and its product distributed wherever civilization exists largely by reason of his executive and financial ability, untiring energy, keen foresight and indomitable will. "A. C." is a familiar figure at the conventions, thousands of millers know him.

M. L. Barbeau, treas., is a mechanical engineer, and upon his shoulders have rested the responsibilities attached to that of manufacturing executive. As a feed milling expert his reputation is national. Of recent years he has devoted much of his time to the Howes Publicity Department. His original treatises and the many catalogs compiled by him are a pleasure to read. Mr. Barbeau has the unusual ability, the happy knack of conveying to the prospective buyer his own technical knowledge in a most lucid and convincing manner.

W. K. Miller, sec'y, born and brought up in Silver Creek, has had a wide experience both in the construction and sales departments. His aggressive, clean business methods stand him in good stead in the capacity of director of sales. As a grain and seed expert he has no peer, and when it comes to canning factory equipment and other special machinery, there are few who have such a profound knowledge of both processes and construction. The three officials just referred to have each been engaged in the production of milling and kindred machinery for a period of about thirty-five years. It is rare that any industrial establishment can boast of an aggregate business experience of a hundred years among its executives. George Settzo, the new treas., has long been associated with the parent concern as chief accountant. His ability in matters financial was some time ago rewarded by his ap-

pointment as assistant treasurer of the Howes Company. Mr. Holmes, elected a director of the Invincible Grain Cleaner Co., began his career by taking a practical course in the Eureka Works to familiarize himself with manufacturing practices, after completing which he entered the general offices. Besides being in charge of research and experimental work, he is assistant in the publicity department.

Some of the most notable successes in American commerce have been made in the field of special machinery manufacture and like the Pyramids of Egypt there stands in America as a monument to their builders the names of many nationally known founders of world wide patronized manufacturing industries. One of the sturdy old oaks demanding recognition in this forest of successful business is the S. Howes Co., Inc., makers of Eureka grain cleaning machinery.

The business was established in 1856 by Simeon Howes, who bears the distinction of having designed and built the first successful grain cleaning machine, and it is a simple statement of fact that the Eureka with a world wide patronage stands today unequalled in its field. From the tiny shop in which Simeon Howes produced his first machine to the present day Eureka works spreading out over an entire block is tied up the romance and history of many years representing the life work and study of Simeon Howes in the art of grain cleaning. In this particular field the world has well beaten a path of trade to the S. Howes Co., Inc. Probably the finest tribute to any piece of machinery or to any article invented and patented is reflected in the fact that quality wherever found has always had its following of imitators and competitors in every channel of industry and commerce. The Howes Co. was the first to use ball bearings in grain cleaning machines.

Of Simeon Howes it may well be said that he was a typical American in the best sense of those words. The business has been operated through a period of years being known as Howes, Babcock & Co., then Howes, Babcock & Ewell; then Howes & Ewell and finally as S. Howes. The S. Howes Company, Inc., is successor of S. Howes. The business was incorporated in 1894 for \$150,000. The capital stock was increased Nov. 15, 1917, to \$250,000, the officers being A. C. Barbeau, pres.; William K. Miller, sec'y, and M. L. Barbeau, treas.

Louis E. Barbeau, father of the present pres. and treas., was in the earlier days Mr. Howes' Canadian representative. His success in Canada took him to the United Kingdom in the early



Eureka Works of S. Howes Co., Inc., at Silver Creek, N. Y.

'80s where the Barbeaus became the third largest exporters of machinery in the United Kingdom, a record built up by the Eureka Grain Cleaning Machinery.

The many years close association between Mr. Barbeau and Mr. Howes had a natural sequence in the business eventually being acquired from Mr. Howes by Mr. Barbeau and his sons, of whom it may be stated, they have been practically raised in this business. They have a first hand, intimate knowledge of this highly specialized industry.

The company makes its London headquarters at 64 Mark Lane. This concern claims to be the largest exclusive maker of grain cleaning machinery in the world.

To A. C. Barbeau is due the credit for the present day unusually well rounded organization and finely appointed manufacturing plant of the Eureka Works. M. L. Barbeau has shown his fine talents in the designing and engineering features of the business.

W. K. Miller has been connected with the organization for years and is well grounded in this work, being sales manager as well as secretary of the company.

This plant possesses a battery and assemblage of the last word in labor saving machinery and electrically driven equipment.

The plant generates its own electricity and many of the special tools are operated by compressed air. It has a physical valuation representing some \$500,000. It has been Mr. Barbeau's policy from the start not to do anything by hand that could possibly be handled by machinery. The plant has been built up to a standard whereby precision and accuracy linked with skilled workmanship and a maintenance of quality assures a high class of production. Much credit is due the S. Howes Co., Inc., for the consideration and pains that have been taken in the installation of safety guards thruout the entire plant, reducing to the lowest degree possible hazards against accidents. As Mr. Barbeau expresses the situation, no man is employed unless he is absolutely needed; then he is worthy of every pro-



Invincible Grain Cleaner Plant Taken Over by the S. Howes Co., Inc.

tection possible that modern safety devices afford. There is a unity of purpose thruout the entire organization of skilled workmen coordinating for the producing and marketing of a better designed and built machine. Economy is a watchword self-evident to anyone visiting the Eureka Works.

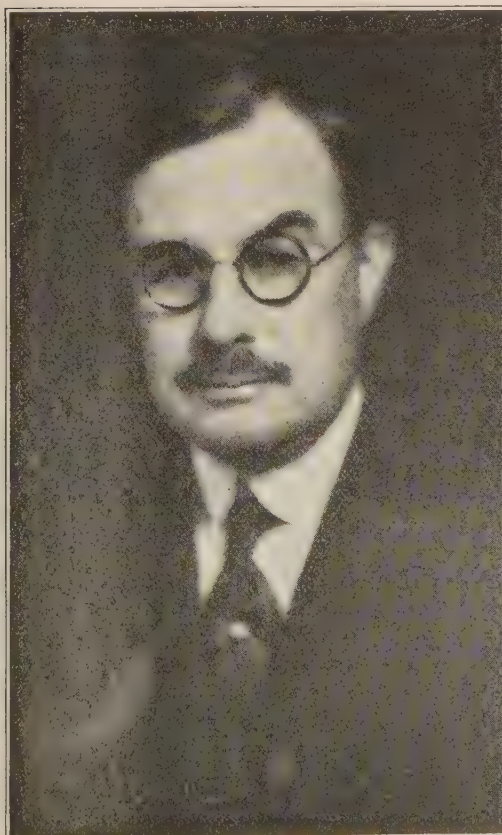
These master craftsmen likewise make special machines for elevators, flour, corn, cereal, rice, coffee plants, and feed mills, as well as seed and bean houses, peanut factories, and oil mills. The designing and engineering division of the S. Howes Co., Inc., is well fortified from many years specializing in this field to extend a helpful service to those engaged in these channels.

The lumber used in the building of these machines is carefully seasoned—in fact, must become "bone dry!" before it enters the plant for production. The Eureka yards hold some 850,000 feet of "squares" that are weather seasoned, as well as some 500,000 feet of other lumber used in the Works. These men do not believe in "letting George do it" when it comes to seasoning the lumber for their machinery.

Since 1856 during these 68 years the growth of the S. Howes Co., Inc., has been as constant as it has been great. Never has production been allowed to increase too fast because it has been the unalterable policy that the merit of its machines must be maintained at

[Continued on page 557.]

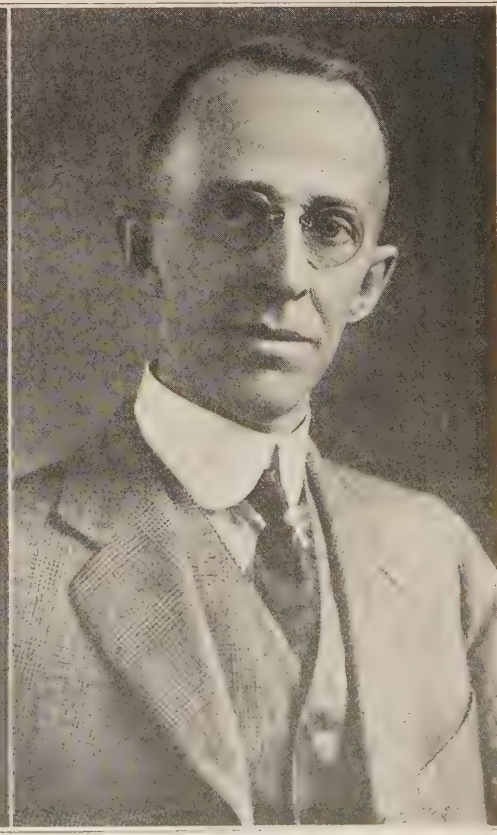
Officers of the S. Howes Co., Inc.



Pres. A. C. Barbeau.



Vice Pres. M. L. Barbeau.



Sec'y W. K. Miller.

Supply Trade

KANSAS CITY, MO.—The C. J. Patterson Corp. has been incorporated for \$10,000 to render services to the milling industry in the construction, maintenance and operation of their plants and businesses. C. J. Patterson, Mary A. Paterson, M. S. Phillips, Kansas City, are the incorporators.

MINNEAPOLIS, MINN.—A. W. Strong, head of the Strong-Scott Mfg. Co., who was recently elected a member of the Board of Directors of the Minneapolis Civic & Commerce Ass'n, was operated on for gall stones and appendicitis on Oct. 10. He is getting along as well as could be expected.

MOLINE, ILL.—Chas. F. Sanford, for years supt. of the public elevator at New Orleans, has become associated with the K. I. Willis Corp. and will act as that company's special representative. Mr. Sanford, while supt. of the New Orleans elevator was one of the first elevator operators to give his approval to the now widely used "Superior" elevator cups.

ITHACA, N. Y.—In Publication No. 24, "A Chain of Evidence," the Morse Chain Co. gives illustration and a brief description of a large number of the many installations it has made of Morse Silent Chain Drives. It gives also information relative to the construction of this popular power unit, and why silent chain driving is economical driving. A copy of this publication will be sent JOURNAL readers who write requesting it.

EFFORTS of the smaller manufacturers of steel to have the Federal Trade Commission hear new evidence, which they claim would throw a different aspect on the case of "Pittsburgh plus," have failed and the Commission announces the case will not be reopened. Small manufacturers have been dissatisfied with the new price system, quoting steel on a delivered basis, for several weeks, claiming it gave the Steel Corporation an unfair advantage, since it has plants in all parts of the country. The Commission's decision is expected to cause a large number of mergers.

WASHINGTON, D. C.—The government's patent office business is months behind due to a great increase in the number of applications for patents. Sec'y Work has organized a special com'te of 10, composed of patent attorneys and representatives of industrial organizations, which have millions of dollars tied up in pending patents, to find a way to simplify the procedure in the patent office. All alleged examinations into the validity of patent claims by clerks in the Patent Office could be dispensed with, effecting a great saving of expense and time, by simply making a record of all applications and their claims, as in the British Patent Office. A "patent" issued by the U. S. Patent Office guarantees the holder nothing. Why bother with examinations that are of no value?

HAMMOND, IND.—Speaking at the weekly luncheon of the Hammond Chamber of Commerce, on Oct. 16, Frank Emerich, director of public relations of the Associated States Opposing "Pittsburgh Plus," declared the Calumet area is the future seat of the world's steel industry, saying, "In the latest issues of the leading iron and steel trade papers were numerous items to the effect that Pittsburgh and Youngstown district fabricators were considering the establishment of branch plants near Chicago, so that they might conserve their western trade and draw upon the Illinois and Indiana mills for cheap steel. A statement by J. A. Campbell, pres. of the Youngstown Sheet & Tube Co., indicated that this great corporation, which already has large mill facilities in the Calumet district, would shortly increase them to a considerable degree, concentrating the major part of its expenditure here."

WICHITA, KAN.—C. V. Newman, for the past several years general mgr. of the W-W Feed Grinder Co., purchased controlling interest in the company recently. The Newman Grinder & Pulverizer Co., which was owned by the same interests, was included in the deal. The W-W Co. manufactures a hammer type feed grinder. It pulverizes either grain or roughage for live stock, grinding it either fine or very coarse. The Newman Co. manufactures a packing house and fertilizer grinder.

KEWANEE, ILL.—Kewanee All-Steel Truck Lifts have recently been installed in the following elevators: Custer Mfg. Co., Custer City, Okla.; Cope Grain Co., Chattanooga, Okla.; Englewood Co-op. Eq. Union, Englewood, Kan.; Everly Grain Co., Garden City, Kan.; A. Gerlach, Bessie, Okla.; Hall Grain Co., Spearville, Kan.; Hewes Grain Co., Ingalls, Kan.; Farmers Grain, Coal and Sply. Co., Haggard, Kan.; Isely Lbr. Co., Hanston, Kan.; Jennings & Roller, Rexford, Kan.; W. B. Johnston, Longdale, Okla.; Co-op. Equity Ex., Copeland, Kan.; Robinson Elvtr. Co., Ogallah and Lincoln, Kan.; McAdam & Rooney, Minneola, Kan.; W. P. Moran, Nekoma, Kan.; Mead & Gardiner, Acres, Kan.; M. T. Moran, McCracken, Kan.; Oklahoma Mills, Beaver and Kingfisher, Okla.; Farmers Co-op. Ass'n, Page, Kan.; A. E. Peterson, Morganville, Kan.; Rogers Mills Co. Co-op. Ass'n, Carter, Okla.

WASHINGTON, D. C.—The Department of Commerce has announced the conditions under which licenses will be issued on a strictly experimental basis, for using up to 5,000 watts power in radio broadcasting.

Gathering of Southwestern Ohio Feed Dealers.

Southwestern Ohio feed dealers gathered at Washington Court House, O., on Oct. 3rd, to discuss their mutual problems and to band themselves together as an ass'n. A lively bunch attended.

Max M. Nowak, pres. of the Nowak Milling Corp., Hammond, Ind., led the meeting with an interesting talk on the retail feed dealer's future.

Mr. Coburn, of Portsmouth, O., discussed the costs of handling feed, supporting his remarks by actual figures obtained from the books used in operating his business.

Virgil Vincent, of Washington Court House, O., described to the dealers his methods of bookkeeping. Considerable interest was stirred by his discussion. After the meeting a number of dealers took advantage of his invitation to go to his plant with him and see his system for themselves.

The subject of organization took a prominent position in the afternoon session. The delegates unanimously voted to organize the Southwestern Ohio Feed Dealers Ass'n. A nominating com'te was selected and a ticket made up. The following officers were elected:

Hershell N. Bunnell, Lebanon, pres.; Mr. Scott, Milford, vice-pres.; Virgil Vincent, Washington C. H., sec'y-treas.

W. E. Hutton, Frankfort, and W. M. Pyle, Clarksville, to serve with the other officers constituting the Board of Directors.

Necessary by-laws will be prepared by these officers and directors and adopted at the next meeting of the ass'n.

Those present decided to carry on an intensive campaign to get as many feed dealers of southwestern Ohio as possible to join the ass'n.

Among the delegates from southwestern Ohio attendance were: Park Buckley, Wilmington; Hershell N. Bunnell, Lebanon; Mr. Carnahan, Blanchester; Mr. Coburn, Portsmouth; H. M. Fite, Washington Court House; Robert Hopkins, Lynchburg; W. E. Hutton, Frankfort; Mr. Hoppe, Fosters; Mr. Junod, Chauncey; Harry Merrill, and W. M. Pyle, Clarksville; J. P. Queenan, Cincinnati; Mr. Scott, Milford; Mr. Stanley, Fosters; Mr. Violet, Portsmouth; Virgil Vincent, Washington Court House.

Feedstuffs

CLIMAX, SASK.—The Western Mill Feed Co., Ltd., was recently incorporated with \$100,000 capital stock.

BELLINGHAM, WASH.—Erection of a new warehouse and alfalfa mill is contemplated by the Poultry Feed Ass'n.

WILLIS, TEX.—W. A. Dean, Center Hill, recently purchased the interest of Will Elmore in the Willis Feed Co.

SAN FRANCISCO, CAL.—San Francisco received 442 tons of bran during September, compared with 493 tons a year ago.

LITTLE ROCK, ARK.—The Service Feed Co. was recently incorporated here with a capital stock of \$5,000. C. Tribault is pres.

KENNETT, MO.—McFadden & Co., Inc., has bought out Spradling-McFadden Feed Co. F. L. S., and L. McFadden are among interested parties.

WASHINGTON, D. C.—Grain sorghums were 83.9% of normal on Oct. 1, compared with 67.5% a year ago.—U. S. Department of Agriculture.

ST. PETER, MINN.—Chas. Fay & Son recently purchased the St. Peter feed mill from John Brady and are making extensive improvements.

NORTH FREEDOM, WIS.—Oscar Wagner, of Loganville, has bought the feed mill and warehouse of H. Westenhaver. He took possession on Oct. 1.

SWOPE, VA.—The Swope Milling Co. recently installed a batch feed mixer, attrition mill and other machinery to be used in the manufacture of feeds.

NEWTON, KAN.—E. R. Sanner, feed and seed dealer, is erecting a \$10,000 frame building for a feed mill. Later he expects to replace it with a concrete structure.

WASHINGTON, D. C.—Considering 100% as average, not normal, grain sorghums were 125% on Oct. 1.—W. F. Callander, statistician, U. S. Department of Agriculture.

WINTER HAVEN, FLA.—J. H. Hughes has entered the wholesale grocery and feed business here. He was formerly associated with Hughes Seed & Pecan Co., Monticello, Fla.

OPELOUSAS, LA.—H. M. Roberts and A. Jacobs, connected with the Dietlin & Jacobs Wholesale Grocery Co., have entered a partnership to deal in feeds and do a warehouse business.

KEYSTONE, W. VA.—The Merchants Feed & Produce Co., capitalized at \$25,000, was recently incorporated by R. H. Keyser, J. H. Greene, E. L. McWhorter, M. A. Dyer and F. R. Dyer.

MINNEAPOLIS, MINN.—Minneapolis received 1,627 tons of feedstuffs in September compared with 16,863 a year ago, and shipped out 59,187 tons compared with 54,936 in September, 1923.

PANA, ILL.—Barnstable & Schaper, of Nokomis, have purchased the wholesale and retail flour and feed store of Edward Picquet. They expect to greatly enlarge the wholesale part of the business.

MOUNT VERNON, WASH.—The Fisher Milling Co., a cereal plant, was razed by fire on Oct. 15. The total loss aggregated between \$175,000 and \$200,000. An explosion in one of the furnaces was the cause.

SPRINGDALE, WASH.—Among the equipment acquired by the Springdale Feed Co. in its recent purchase of the W. W. Wedge Co.'s grain business is a 60 x 150 ft. building, which is largely used for storage purposes. M. D. Jones, one of the partners in the feed concern, is the local manager.

MESA, ARIZ.—The Independent Cotton & Oil Co. was recently organized and has started operating a plant here. Animal food products turned out are cold flake cake, prime yellow meal and prime yellow cake.

CAIRO, ILL.—The M. C. Peters Mill Co., of Omaha, Nebr., which manufactures stockfeed, is removing its southern headquarters from Memphis to Cairo, where office and warehouse space has already been procured.

MILWAUKEE, WIS.—The 100,000-bu. elevator of the Chas. A. Krause Milling Co. is still standing, having survived the destructive fire that visited the concern Sept. 2. The company has since organized a grain shipping and receiving business under the direction of F. H. Foy.

SOUTH BEND, IND.—The St. Joseph superior court No. 2 appointed C. W. Coen receiver for the Wesley Miller Flour & Feed Co. recently, because Schuyler Rose filed a petition against the firm declaring its assets amounted to less than \$20,000, while its indebtedness approximated \$33,000.

PORT ORCHARD, WASH.—J. C. Waggoner has retired from his activities in the Central Feed Wharf business and H. J. Horluck and Geo. F. Horluck are continuing as the sole proprietors. They intend to install grinding and feed mixing equipment soon, which will enable them to handle their increasing business with greater expediency.

KANSAS CITY, MO.—The concrete feed mill being built by the Ransom Coal & Grain Co. is progressing rapidly. It will be 26 x 32 ft. and 140 ft. high, with 24 bins, having storage capacity of about 35 cars, or 35,000 bus., and equipment for grinding 14 to 15 carloads per day. The 26 x 50 ft. warehouse attached will have a full basement.

CHICAGO, ILL.—The American Corn Millers Federation will hold its annual meeting at the Congress Hotel, Chicago, Dec. 5-6. Sec'y T. M. Chivington says the International Live Stock Show will be held here at that time. Those attending the Corn Millers Meeting will be able to take advantage of the reduced railroad fares in effect during the show.

BURLINGTON, IA.—The Purity Health Food Co. recently incorporated to operate a manufacturing plant and distributing point of bakery and confectioner supplies, and the by-product, stockfood. Machinery is being installed in a building secured for the manufacturing. The concern is capitalized at \$75,000; \$50,000 preferred non-voting stock and \$25,000 common voting stock. Officers and directors are C. C. Lawson, pres.; H. G. Shelby, vice-pres.; and C. L. Hinton, sec'y-treas.

NEWARK, N. J.—On Sept. 30, Federal Judge Runyon authorized receivers of the Southern Cotton Oil Co. to resume operating 30 cotton seed crushing mills, 32 cotton ginneries and 7 peanut shelling plants. All these are owned by the Southern Cotton Oil Co., a subsidiary of the Virginia-Carolina Chemical Co., which is in the same receivers' hands in various southern states. The receivers are A. T. Vanderbilt of Newark and C. G. Wilson, pres. of the concern. The court ordered the filling of a weekly statement covering in detail the activity of the plants involved.

SPRINGFIELD, MO.—The Springfield Flour & Feed Co. recently purchased the mixed feed plant previously known as the Paragon Mills of the Interstate Milling Co. The consideration was \$25,500. J. A. Tindle, pres. of the Springfield Flour & Feed Co., acted in buying the property from J. E. Cahill, special deputy commissioner of finance in charge and assignee of the Interstate concern, which had debts totaling \$133,762.66, the greater share being owed to the Holland bank. The \$30,500 realized from the assets, of which the Paragon Mills were the last, will be apportioned among the creditors. The Springfield concern plans some improvements on the mill and will move in about the first of the year.—P. J. P.

Adulteration and Misbranding.

Southland Cotton Oil Co., Oklahoma City, Okla., a corporation, consigned a quantity of alleged misbranded cottonseed cake from Oklahoma into Kansas. The labels declared the cake contained 43% protein, when in truth it contained less. The U. S. attorney for the Western District of Oklahoma filed an information against the concern. On June 14, 1924, a plea of guilty was entered on behalf of the defendant company and the court imposed a fine of \$100 and costs.

International Vegetable Oil Co. shipped 280 sacks of cottonseed meal from Raleigh, N. C., to Palmyra, Pa., on or about Nov. 12, 1923. The U. S. attorney for the Middle District of Pennsylvania discovered the product contained less than 41.12% protein and 8% equivalent to ammonia, which the label purported it to contain, and filed a libel praying seizure and condemnation. Early & Detweiler, Palmyra, Pa., claimed the property and paid the costs of the proceedings besides executing a bond of \$725 for its release.

Embry E. Anderson, Memphis, Tenn., shipped a quantity of sacked oats to Gainesville, Ga., which were adulterated in that excessive moisture and salt had been added to the product, according to the U. S. attorney for the Northern District of Georgia, who filed a libel praying seizure and condemnation. On May 24, 1924, E. E. Anderson admitted the allegations of the libels and the court ordered the product released to the claimant upon payment of costs and the execution of a bond for \$600, conditioned in part that the article be relabeled to show its true nature.

David Stott Flour Mills, Detroit, Mich., a corporation, shipped a quantity of alleged misbranded chop feed from the state of Michigan into the state of New Hampshire. The label declared the chop feed contained 10% protein, 5% crude fat. Analysis of a sample showed it contained only 8.87% protein and 2.85% fat. The U. S. attorney for the Eastern District of Michigan filed an information against the corporation. On March 23, 1924, a plea of guilty was entered on behalf of the defendant company and a fine of \$50 imposed.

Callahan & Sons, Louisville, Ky., shipped 222 sacks of oats from the state of Kentucky to Johnson City, Tenn., Apr. 12, 1924. The U. S. attorney for the Eastern District of Tennessee found the oats to have been adulterated with rye and other grains and filed a libel praying seizure and condemnation. On May 13, 1924, Callahan & Sons appeared as claimant. The court ordered the property sold by the United States marshal, but added the proviso that the product might be released to the claimant upon payment of costs of the proceedings and execution of a bond for \$1,200, conditioned in part that it be relabeled "Oats and Other Grains."

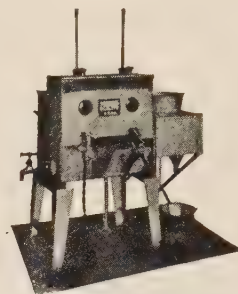
Ashcraft-Wilkinson Co., Atlanta, Ga., shipped 475 sacks of cottonseed meal from Cheraw, S. C., into the state of Massachusetts on or about Jan. 29, 1924. These, the U. S. attorney for the District of Massachusetts alleged in a libel praying seizure and condemnation, were adulterated and misbranded because a substance low in protein had been mixed and packed therewith so as to reduce and injuriously affect its quality and strength. The cottonseed meal contained less than the 36% protein and 7% ammonia, which the label declared it contained. D. H. Pierce, trading as the Foster Grain Co., Lowell, Mass., appeared as claimant for the property on Apr. 15 and paid the cost of the proceedings. Judgment of condemnation was entered and the product ordered released to claimant.

LANSING, MICH.—Michigan bean growers and jobbers have completed a temporary organization to have charge of a \$50,000 advertising campaign to popularize the consumption of Michigan beans. A. B. Cook, Owosso, pres. of the Michigan Bean Growers Ass'n is chairman; F. B. Drees, Lansing, sec'y of the Michigan Bean Jobbers Ass'n, is sec'y; and F. W. Merrick, Lansing, is treas. With the help of the executive com'tee these men will direct Michigan's first attempt to merchandise an agricultural product thru advertising. Michigan growers have voluntarily been contributing 1 cent on every hundred pounds of beans sold, to the advertising fund and the jobbers and elevator men have matched their contribution.

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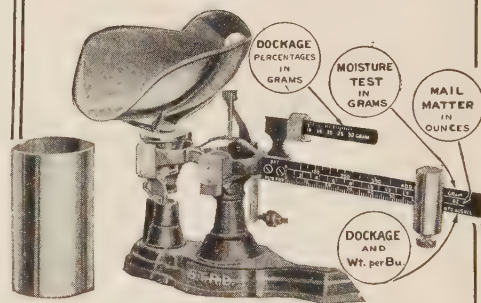
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Grain Carriers

DULUTH, MINN.—The embargo against shipments of grain into the overcrowded ports of Duluth and Superior was lifted on Oct. 10.

SIoux CITY, IA.—The complaint by the Grain Exchange, to the Interstate Commerce Commission, No. 16,273, will be heard Nov. 12 at this city by Examiner Keller.

TACOMA, WASH.—An amendment to the petition of the Idaho Railroad Commission for reduced rates on grain includes Puget Sound as well as Portland in the requested reduction.

HOUSTON, TEX.—The Southern Pacific Ry. is now building new docks and terminals on the ship channel at Clinton, from which freighters will be operated regularly between Houston and New York.

KANSAS CITY, MO.—The Kansas City Southern R. R. has applied to the Interstate Commerce Commission for permission to acquire control of the K. & M. R. & T. Co., embracing approximately 6 miles of terminal track.

WASHINGTON, D. C.—The Santa Fe R. R. has filed a petition with the Interstate Commerce Commission for reopening the hearing regarding lower rates on wheat, corn and hay from Kansas City to Galveston and other Texas points.

GRAIN LOADINGS during the week ending Oct. 4 surpassed all records, with 71,134 cars, says the American Railway Ass'n. This was an increase of 1,845 cars over the previous high record and 21,102 cars over the corresponding week of 1923.

THE MIDWEST Regionaal Advisory Board held its autumn meeting at the Hotel La Salle, in Chicago, on Oct. 15, where methods of expediting the loading and unloading of cars was one of the subjects discussed, due to the seasonal increase in car loadings.

PORT COLBORNE, ONT.—Grain shipments are swamping the Port Colborne elevator, despite its recent \$500,000 addition, which increased its capacity to 3,150,000 bus. Upper Lakes vessels have been held up 3 weeks at a time, during the past 2 months, waiting a chance to unload.

SIoux CITY, IA.—Testimony on the proposed rates on grain coming to Sioux City and being shipped from here to points east, which, if made effective, will raise the rates from Sioux City from 2 to 4 cents higher than from Omaha, according to the Sioux City Grain Exchange, was completed Oct. 6.

SEATTLE, WASH.—The carriers recently canceled the advance in the Washington coast line distance rates on hay, grain, etc. The Department of Public Works, of the state of Washington suspended them, and rather than defend the increases, the carriers caused them to be canceled.

THE C. & N. W. has authorized purchase of 3,200 freight cars. In announcing this Pres. W. H. Finley said, "Business is showing a gradual and general increase, all lines of shipments are going up some. There is a better general feeling and I think it will be more marked after election."

THE AVERAGE daily freight car shortage for the period ending Sept. 30 was 270 box cars, 274 coal cars, and 670 all freight cars, reports the American Railway Assn. The average surplus serviceable equipment for the same period was 36,768 box cars, 58,375 coal cars, and 116,689 all freight cars.

OKLAHOMA CITY, OKLA.—A docket proposing that railroads absorb crosstown switching charges on grain moving from elevators to mills in connection with milling-in-transit privileges here, has been filed with the Southwestern Freight Buro. This arrangement is already in effect in Wichita, Kan., and Kansas City.

NEW ORLEANS, LA.—The Gulf Coast Lines has placed an embargo on shipments of grain to the Public Grain Elevator here. Notification has been given connecting lines that no shipments of grain consigned to the Public Elevator will be accepted until further notice. The Public Elevators are the only ones embargoed.

EUGENE MEYER, JR., managing director of the War Finance Corporation, in a report to Sec'y of the Treasurer Mellon, said the railroads were handling the season's large grain crop efficiently and with no substantial car shortage. He added that their efficiency and dispatch in moving the wheat was almost without precedent.

H. B. DORSEY of Fort Worth represented the grain men and W. R. Scott, the Kansas City Board of Trade, at the hearing Oct. 10 and 11 before the Interstate Commerce Commission on Docket No. 12244, involving rates on grain and grain products from Oklahoma to Texas, in Corporation Commission of Oklahoma v. A., T. & S. F.

WASHINGTON, D. C.—The Kansas City, Mexico & Orient R. R. has applied to the Interstate Commerce Commission for an increase in the division of joint rates on traffic between it and its connecting lines, declaring the road must have additional revenue if it is to continue to operate. Counsel said the road's present earnings are not sufficient to meet its absolute requirements for operations, payrolls, fuel, materials and upkeep.

WASHINGTON, D. C.—The U. S. Shipping Board has directed the Emergency Fleet Corporation to provide sufficient freight vessels to furnish adequate relief to farmers, and exporters shipping products out of the country. Grain growers and dealers, as well as others, have besieged the Board with letters requesting a larger tonnage to move American products while the prices are good. Thousands of shippers have pledged their support to the American Merchant Marine, if adequate tonnage is provided.

MONTREAL, QUE.—Practically all available ocean tonnage here has been booked for United States grain for the remainder of the season. Canadian grain is liable to be forced to move thru United States Atlantic ports. Approximately 50,000,000 bus. of American wheat have already been exported from Montreal this season. The Grain Marketing Co. is the heaviest shipper, using an all water route direct to that port, which has averaged 3 to 4 cents a bu. cheaper than lake and rail routes via Lake Erie ports to the Atlantic Seaboard.

BUREAU, ILL.—A break occurred in the banks of the Hennepin canal here during the August floods, rendering it unfit for navigation. Grain from the Bureau Valley had to be shipped via boats and barges, west to the Mississippi, then to Grafton, a distance of 312 miles, and then back over 175 miles to Pekin, Ill., the final destination, for the first time in 25 years. Grain elevators along the canal have been full and running over and grain necessarily moved sluggishly due to the long route, which it took 2 weeks to cover. Now the canal is repaired and the boats follow the canal to Bureau and the Illinois river to Pekin, a route many times shorter. Elevators are becoming cleared for the new crop.

MINNEAPOLIS, MINN.—The operations of the State Mill & Elevator of North Dakota, to date have shown a total loss of \$635,157, according to the report of O. B. Lund, accountant for the North Dakota state board of auditors.

DIMINUTION of solar radiation is reducing ocean waters several degrees and weather prognosticators predict the summers of 1925 or 1926 will be very cold, like the year 1816, when there was no summer. Overcoats will be far more popular than bathing suits and prices of all grains may establish new high records.

Screenings Travel on Water.

A special built barge for carrying screenings has been constructed for the British Pacific Exporters, Vancouver, B. C. It arrived Oct. 9 from Seattle in tow of a tugboat. The owners loaded it with 450 tons of screenings at Elevator No. 1 and the wooden vessel, 153 feet long, 50 feet wide, and fitted with a scoop conveyor and an unloading system similar to a real elevator, moved out from Vancouver for Seattle, carrying screenings—a new departure in the grain export business of Vancouver.

The barge, W. T. & B. No. 30, has a capacity of 600 tons and will be used regularly to carry screenings only. Several weeks ago a barge moved from Vancouver, headed for the same destination, carrying 400 tons of screenings. But it was wrecked on Vancouver Island and its load lost. W. T. & B. No. 30, however, is expected to prove a successful carrier.

Is American Tonnage Adequate?

A strong probability that the United States Shipping Board will issue a new certificate that American tonnage is adequate for American shipping is inferred by a statement made public by that body in connection with its resolutions which indefinitely suspended the operation of Section 28 of the Merchant Marine Act of 1920.

"It is expected," says this statement, "that by the beginning of the new year the situation will have so clarified itself that Section 28 may then go into effect."

Present indications show the purpose of the majority, at least, of the Board to issue a new certificate to the Interstate Commerce Commission some time this fall, declaring American tonnage adequate. It is more than probable that the Board may take such action without warning and without hearing.

The National Industrial Traffic League was actively engaged in bringing about the suspension of the effective date of the section. The League has remained definitely on record as being firmly opposed to Section 28, and in favor of its repeal.

Neither the Newton Bill (H. R. 8638), nor the Joint Brand Resolution (H. J. Res. 253) were passed by Congress before it adjourned June 7, 1924. Both bills remain on the calendar and can be acted upon when Congress convenes in December. However, it is unlikely that consideration can be had on any general legislation of this character during the short term of that body, which must adjourn by Mar. 4, 1925.

Shippers vitally interested in this subject will readily see the advisability of communicating with the Shipping Board at once, in view of the existing situation, expressing their desire for a public hearing at which the adequacy or inadequacy of American tonnage at the present time can be ascertained. Only by this means can the Shipping Board be prevented from issuing a new certificate declaring it adequate, and compelling the Interstate Commerce Commission to make effective Section 28 of the Merchant Marine Act of 1920.

J. H. Beek, executive sec'y of the National Industrial Traffic League, advises prompt action, and in this connection says, "In addressing the Shipping Board it will not be necessary in your communication to present statistics nor make representations regarding tonnage. Simply ask that a hearing be held for the purpose of disclosing the inadequacy of American tonnage."

WASHINGTON, D. C.—The Third National Radio Conference decided at its recent meeting to recommend to the Sec'y of Commerce that broadcasting by super-power stations be permitted on an experimental basis, with the definite understanding that it be discontinued if found to interfere with smaller power broadcasting stations.

Percentages of Transit Losses.

Supplement No. 9 to Circular No. 11-B of the Western Trunk Lines, supplement No. 9 to I. C. C. No. A-619, effective Nov. 15, arbitrarily deducts certain percentages from commodities handled by elevators, warehouses, mills, cleaning houses, malt houses or manufacturing in transit.

When shipments are forwarded from transit stations these percentages will be deducted from the weight shown on in-bound recorded freight bills surrendered, to cover loss due to transit operations. Deductions for loss will not be made on grain, seeds or products graded, mixed or stored and not otherwise treated.

However, if shippers so elect they may determine and certify to the carrier (under oath if required), subject to verification by the Inspection Bureau having jurisdiction, the actual loss in weight due to the process of manufacture on their entire production and deductions conforming to such certification will be applied instead of the specific arbitrary percentage deductions provided.

The percentage to be deducted on wheat, milled, cleaned, cracked, rolled or crushed, is 1%; corn, cleaned, milled, cracked, ground or crushed, 1%; milled into starch, flourine, mazam or dextrine, 6%, dried, 5%; oats, milled, cleaned, clipped, ground, crushed or rolled, 1%; barley, cleaned, ground or milled, 1%; malted, 16%; rye, cleaned, ground, milled, crushed or rolled, 1%; malted, 16%; buckwheat, cleaned or milled, 1%; flax seed, cleaned, 1%; milled or crushed, 25%; other seeds, cleaned, 1%; alfalfa hay, cleaned or ground, 3%; speltz, cleaned or ground, 1%; kafir corn and milo maize, cleaned or ground, 1%.

A carload of one of more products or commodities including mixtures or blended products, consisting of part transit and part non-transit tonnage, may be forwarded from transit station to one destination and one consignee, and such non-transit tonnage will be way-billed from the transit station at the carload rate hereon, actual weight, independent of the transit portion, except that the non-transit portion will be considered as a part of the carload shipment in applying the minimum carload weight, per Rule 80 of circular. Mixed feed or other mixtures or blended products containing more than 40 per cent of ingredients other than such as are accorded transit privileges under the terms of Item 5 of this circular, will not be accorded transit privilege.

The Shipping Directions and Way-Bill must have inserted thereon the weight of each product or commodity.

Mixtures or blended products, of which 99 1/2% or more in weight is entitled to the transit privilege under these rules, will be accorded the transit basis on the total weight.

Mixtures or blended products, of which 60% or more in weight is a commodity, or commodities accorded transit privilege (see Item 5 of Circular) at the point of shipment of the blended product may be forwarded against representative transit credits in the following manner:

The portion entitled to transit will be way-billed at the transit rate as determined by the expense bill or bills, tonnage credit or credits surrendered, which must be representative of the commodity or commodities from which the transit portion of the blended product is manufactured.

The non-transit portion will be way-billed at the carload rate applicable on the blended product from the transit station.

The minimum carload weight requirements will be applied against the total weight of the transit and non-transit portions.

The shipping directions and way-bill must have inserted thereon the weight of each product or commodity.

Transit rates will be applied on no part of mixtures or blended products of which more than 40% in weight is the product of non-transit commodities, i. e., commodities not named in Item No. 5 of Circular.

On shipments outbound from transit station, consisting of mixed carloads of different grain products (not straight carloads of feed which contain as ingredients various grains, grain products or seeds), charges will be based on the actual weight of each article at carload rate applicable thereon and at the highest minimum weight on any article in the shipment.

To correct errors due to the surrender of non-applicable freight bills or tonnage slips, or to a non-surrender of freight bills or tonnage

slips, proper freight bills or tonnage slips may be exchanged for those surrendered, or additional freight bills or tonnage slips of proper date and standing be surrendered to cover. No readjustment will be made in cases where the freight bills or tonnage slips originally surrendered are applicable.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. supplement No. 4 to tariff No. 60, I. C. C. No. 144, effective Nov. 15, gives certain transit privileges at East St. Louis, Ill.

I. C. supplement No. 7 to tariff No. 601-J, I. C. C. No. A-10025, effective Oct. 15, reduces certain rates on wheat, corn and feed going to Cairo and Mounds, Ill., when destined for beyond.

A. T. & S. F. supplement No. 13 to tariff No. 5655-A-2, I. C. C. No. 9367, effective Nov. 15, makes certain advances and reductions in the application of proportional rates on grain and grain products.

E. B. Boyd supplement No. 22 to Circular No. 1-R of Western Trunk Lines, I. C. C. No. A-1444, effective Oct. 10, gives rules governing the loading and unloading of cars, handling of seeds thru Chicago, Ill., freight houses, and delivery of carload freight.

A. T. & S. F. supplement No. 16 to tariff No. 31408-C, I. C. C. No. C-11066, effective Nov. 11, contains a number of instructions on minimum weights for grain, grain products, and seeds, on loading of cars, on mixed shipments, proportional and reshipping rates, Rule 77, etc.

I. C. supplement No. 34 to tariff No. 1537-G, supplement 30 to I. C. C. No. A-9865, effective Nov. 16, reduces certain rates on grain and grain products moving from Illinois points and St. Louis, Mo., to Cairo and Mounds, Ill., when destined for beyond the latter points.

E. B. Boyd supplement No. 22-A to Circular No. 1-R of the Western Trunk Lines, issued Oct. 6, contains resuspension order in Illinois Commerce Commission No. 14139, suspending the effective date of Rule No. 960-R of supplements Nos. 9, 10 and 11, which was postponed on Illinois Intrastate traffic until Jan. 1, 1925, until Mar. 28, 1925.

C. & E. I. supplement No. 22 to tariff No. 600, I. C. C. No. 100, effective Nov. 15, reduces the rates on grain products moving from Vincennes, Carlisle, Emison, Hocking, Oaktown, Paxton, Pimento, Shelburn and Sullivan, Ind., to Indianapolis, Ind., and on stock feeds moving from Chicago and Chicago Heights, Ill., to Chester and Menard, Ill.

A. T. & S. F. supplement No. 25 to tariff No. 5588-M, supplement No. 24 to I. C. C. No. 9317, issued Sept. 30, suspends A. T. & S. F. supplement No. 22 to I. C. C. No. 9317 until Jan. 29, 1925. The lawfulness of the rates, charges, regulations and practices stated in the suspended schedules will be questioned in Investigation and Suspension Docket No. 2245, to be heard at the Chamber of Commerce Rooms, Kansas City, Mo., Nov. 5.

C. R. I. & P. supplement No. 28 to tariff No. 28675-F, supplement No. 27 to I. C. C. No. C-11230, issued Oct. 4, suspends supplement No. 25 and supplement No. 26 to I. C. C. No. C-11230, which make certain increases and reductions in the rates applying on grain and grain products, until Jan. 29, 1925. Hearing on this suspension and investigation docket No. 2245 will be conducted in the Chamber of Commerce Rooms, Kansas City, Mo., on Nov. 5.

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[Continued from page 553.]

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Supreme Court Decisions

State Commission Can Require Carrier to Grant Transit.—State Railroad Commission held empowered to make an order requiring railroad companies to grant transit thruout the state when denial would work a discrimination against intrastate in favor of interstate shippers.—*C. M. & P. Ry. Co. v. Board of Railroad Commissioners*, 199 N. W. 453.

Manufacturer of Employees Elevator not Liable.—The manufacturer and seller of elevator parts, to be put together and made ready for use by the buyer, having no actual knowledge of defect therein, is not liable for injury to a third person from such defect, occurring after the buyer had assembled the parts and was testing the elevator.—*Tipton v. Barnard & Leas Mfg. Co.* Supreme Court of Missouri. 257 S. W. 791.

Obligation of Consignee to Pay Transportation Charges.—In absence of express contract binding him, or necessary implication to that effect, consignee is not liable for transportation charges; his obligation to pay commonly resting on acceptance of goods when transportation has ended, which obligation is coextensive with charge legally due.—*American Ry. Exp. Co. v. Mohawk Dairy Co.* Supreme Judicial Court of Massachusetts. 144 N. E. 721.

Telegraf Co.'s Liability not Limited on Forged Messages.—One neither adopting nor ratifying bogus interstate telegram, on receipt of which sales were made on his account, held not limited to recovery of amount charged for sending unrepeatable message, as provided by Federal laws and rules of Interstate Commerce Commission, which are not applicable to forged or bogus messages.—*Mackay Telegraf-Cable Co. v. Erhard.* Court of Civil Appeals of Texas. 262 S. W. 570.

No Double Reconsignment Charge on Cars Going to Plug Track.—Under tariff provision applicable to diversion and reconsignment of property and to inspection of grain and seed, local charge on hay and straw, which did not require compulsory inspection, held a diversion or reconsignment charge, so that no further reconsignment charge could be made, and absence of inspection did not prevent such charge.—*B. & O. R. R. Co. v. Cincinnati Grain & Hay Co.* U. S. District Court, Ohio. 300 Fed. 674.

Deviation of Vessel Permitted by B/L.—Where B/L authorized the vessel to deviate from the direct route between the ports of shipment and destination, and provide that the carrier should not be liable for "any loss or damage caused by prolongation of the voyage," it is not liable for damage to a grain cargo caused by failure to deliver it within what would have been a reasonable time for a direct voyage.—*Florida Grain & Elevator Co. v. U. S. Shipping Board Emergency Fleet Corp.* U. S. District Court, Florida. 300 Fed. 169.

Rejection of One Car Off Grade not Breach of Contract by Buyer.—Where 20 carloads of corn were sold under an agreement that, if the corn did not come up to grade, buyer could draw back on shipper, and buyer telegraphed seller that certain shipment was not up to grade, and asked if it might draw back, and seller assented and paid the draft, seller thereby waived and estopped himself from claiming that buyer breached the contract by not accepting the corn shipped; it appearing that buyer continued selling corn in reliance on delivery to it by the seller of the remainder of the corn.—*Dustin Grain Co. v. McAllister.* U. S. Circuit Court of Appeals. 296 Fed. 611.

Rescission of Sale for Fraud.—Where purchaser obtained goods without any intention or reasonable expectation of paying for same, seller upon discovery of fraud had right to treat contract of sale as nullity and recover property, and assignee of purchaser could defend only upon ground that it was innocent purchaser for value without notice.—*Nashville Grain & Feed Co. v. American Co-operative Ass'n.* Court of Appeals of Kentucky. 262 S. W. 634.

Rejected Shipment in Control of Carrier Holding B/L.—Where goods were rejected by buyer, statement of carrier's agent at place from which goods were shipped that he had B/L, and his direction to return goods, held not to show or imply that it was delivered to him by any person having authority to relieve carrier from failure to deliver goods to shipper, or account for their value.—*Myers Lumber Co. v. Wayne Machinery Co.* Supreme Court of New York. 206 N. Y. Supp. 1.

Restraining Member of Co-operative Ass'n from Breaking Contract.—Where the members of a co-operative marketing ass'n organized under Pub. Laws 1921, c. 87, agreed to sell their tobacco over a period of years to the ass'n for the professed purpose of settling the market and enabling members to obtain a proper price for their tobacco, the ass'n had a right to restrain any member who threatened to break the contract; an award of damages being inadequate to compensate the ass'n.—*Tobacco Growers Co-op. Ass'n v. Battle.* Supreme Court of North Carolina. 121 S. E. 629.

Test of Grain Cleaning Machine.—In seller's action for price of grain-cleaning machine, in which defendant pleaded breach of warranties and his rescission of the contract, refusal to instruct for seller that buyer could not rescind unless he had provided suitable grain for testing machine and given seller a reasonable opportunity to demonstrate the machine to be in conformity with the guaranty held not error, where the seller never requested the buyer to furnish other grain for testing machine than that used by defendant.—*J. L. Owens Co. v. Leland Farmers Elevator Co.* Supreme Court of Iowa. 198 N. W. 19.

Liability for Delay in Unloading Steamer.—Owner of cargo held not chargeable with demurrage during delay caused by unloading of another steamer, which had reached elevator before ship containing owner's cargo, or by repairs in leg of elevator during such unloading. Where there was space in elevator in which to put cargo of corn, but unloading was delayed because of elevator official's failure to employ extra men to shift the grain in the elevator, so as to make room for the cargo, the owner of the cargo was liable for demurrage.—*Interlake S. S. Co. v. Cargo of the Jas. H. Hoyt.* U. S. District Court, Michigan. 299 Fed. 666.

Liability for Failure to Transmit Message.—A condition on the back of a telegram blank, providing that the company should not be liable for more than \$50 for a mistake in transmission or delay or nondelivery of unrepeatable message, unless a greater value was stated and an additional sum paid, held valid and applicable to a momentary inadvertence of the receiving clerk in putting the message in the wrong file, resulting in total failure to transmit it, though the clerk told sender's son the following day that the telegram had been sent.—*W. U. Tel. Co. v. Cizek.* Supreme Court of the United States. 44 Sup. Ct. Rep. 328.

Breakdown of Machinery No Ground for Extension.

Wolverine Grain Co., Lansing, Mich., plaintiff, v. James Richardson & Sons, Toronto, Ont., defendants, before arbitration com'te No. 3 of the Grain Dealers National Ass'n, composed of S. L. Rice, Frank A. Coles and F. J. Schonhart.

Nov. 13, 1923, the defendants purchased from the plaintiff 1,200 bus. No. 2 yellow corn, killed, dried, at \$1.05½ delivered Owen Sound; to be shipped via Canadian Pacific Railway by Nov. 20th.

Nov. 22, defendants wired plaintiff for car number and date shipped, and received reply by wire that car Pa. 24362 was shipped to Owen Sound Tuesday, Nov. 20.

Nov. 29, plaintiff's draft was presented to defendants, to which was attached B/L for car Pa. 24362 dated Lansing, Mich., Nov. 20. The car originated at Hamlet, Ind., and was billed out from there on Nov. 23, and received on track at Lansing, Mich., Nov. 26.

The defendants asked for a reduction of 101 cents a bushel. The plaintiff sent the defendants its check for \$123.70, as a margin and not as a settlement.

The controversy is for the recovery of this amount.

The plaintiff's claim for extension of contract time is based upon the fact that the drier had broken down at time car was spotted for loading and as their confirmation carried the provision that—"Time of shipment automatically extended in case of fires, strikes, embargoes or other conditions beyond our control."

The defendants have in evidence a statement from the railroad agent at Hamlet, Ind., that car was not ordered for this shipment until Nov. 19, with instructions to be placed for loading on Nov. 23.

The com'te cannot allow the contention that a minor breakdown in a country elevator should be classed with the hazards of "fire, flood and embargo," especially where the seller of the merchandise has opportunity to purchase at other points.

We, therefore, find that there was a default on the contract and disallow the claim of the plaintiff.

There is a claim for overcharge of freight on this shipment of \$72.60, due to defendant, which we order the plaintiff to pay to the defendants. We, also, assess the cost of the arbitration against the plaintiff.

Misrouting of Draft Does Not Justify Cancellation of Contract.

Robinson-Wyatt Grain Co., Salina, Kan., plaintiff, v. Rayford Grain & Elevator Co., Sherman, Tex., defendant, before arbitration com'te No. 5 of the Grain Dealers National Ass'n, composed of H. C. Gamage, L. C. McMurtry and W. H. Killingsworth.

Car No. 44171 was shipped from Prairie View, Kan., Jan. 29, 1924, and diverted at McFarland, Kan., where official inspection was obtained showing car to contain No. 3 white corn. Car arrived at Fort Worth, Tex., Feb. 11, inspecting sample grade mixed corn account of objectionable odor, 2.8% color, etc. This car was shipped to apply on sale by plaintiff defendant under date of Jan. 22, 1924, two cars No. 3 white corn, five and ten days shipment, Kansas State official grades, destination weights, at 93c basis delivered Group One Texas.

Thru error by plaintiff draft covering the car was drawn on the Rayford Grain & Elevator Co., Fort Worth, Texas, and protested on February 12, 1924, and returned to plaintiff. New draft was made by plaintiff and sent to the Rayford Grain & Elevator Co., Sherman, Tex., and presented on Feb. 16. Defendant protested and returned draft, claiming that had the draft been properly drawn in the first place B/L would have arrived in Sherman not later than the 11th and that they would have been in possession of B/L which would have allowed them to have disposed of the car or applied it on previous contract before the grade at Ft. Worth, i. e., "Sample grade mixed corn account of objectionable odor, 2.8% color, etc.," had been established, altho plaintiff invoice covering the car was in defendant's possession within due time after diversion of the car from shipping point.

Your com'te, in this instance, is of the opinion that misrouting of the draft with B/L attached was no justification for the rejection of the car in question. The terms of the contract covering the inspection stipulated "Kansas State official grades," and official certification was furnished by shipper showing the car to be of contract grade when inspected at McFarland, Kan., on Feb. 3. The evidence develops the fact that the difference in inspection between McFarland, Kan., and Fort Worth, Tex., was occasioned by the corn having been

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loaded into a car which was previously used for fertilizer.

Final sale of the car "For account of whom it may concern" was accomplished on Feb. 19 at 85c a bushel basis delivered Group One, Texas, plaintiff rendering bill for recovery of loss, amounting to \$166.71. Had the draft been properly routed in the first instance it would have been in possession of defendant not later than Feb. 12, but it was not presented to defendant until Feb. 16, and defendant was therefore entitled to two days' free time and free reconsignment dating from Feb. 16. Therefore, in the demurrage charges assessed in the claim of plaintiff, your com'ite eliminates \$13.00 demurrage charges and \$2.25 reconsignment at Fort Worth, Texas, reducing the claim \$15.25, leaving the net amount of the claim \$151.46.

We, therefore, find for the plaintiff in the amount of \$151.46 and instruct this amount to be paid to the secretary by defendant, together with the costs in this case.

We also instruct plaintiff to assign and deliver all papers covering the movement of this car to the defendant to be used in recovery of all, or a part, of this amount from the carriers, if it so desires.

Arbitration Award That Resulted in Expulsion.

Citrus Belt Milling Co., Pomona, Cal., v. the O'Bannon Co., Claremore, Okla., defendant, before arbitration com'ite No. 6 of the Grain Dealers National Ass'n, composed of I. C. Sanford, W. J. MacDonald and E. L. Dial.

O'Bannon accepted a bid for five cars of Texas red rust-proof oats specified to be free from Johnson grass and to pass horticultural inspection.

The defendant wired on July 26 that two cars were enroute and on July 30 and 31 the two cars arrived at destination. The cars were numbered 35325 and 131246. Previous to the arrival, drafts with documents attached were presented to the plaintiff and paid.

The railway company's agent notified the Horticultural Inspector in order to have the oats inspected, presumably in accordance with the statutes of the state of California. The inspection was made and the oats was found to contain Johnson grass which made it necessary for the inspector to refuse to allow the oats to be sold in certain restricted districts in the State of California. The plaintiff then telegraphed the defendant of the result of the inspection, rejected the oats and demanded reimbursement for the amount of the drafts.

The correspondence shows that a number of telegrams passed back and forth between the plaintiff and the defendant and much time elapsed, with the cars remaining unloaded at the point of destination, drawing a daily demurrage. Meantime, another carload was shipped in accordance with the plaintiff's request to Chino, Cal., and quality proving satisfactory, was accepted and paid for. A fourth carload was shipped and draft dishonored, after which it was diverted to another consignee and disposed of by the defendant. There was 60,000 pounds contained in the carload that was accepted, leaving a deficiency on the total contract of 240,000 pounds.

The defendant has made a very lengthy, well written answer, attempting to show that there could have been no Johnson grass in the shipment, that the oats were shipped from a point where Johnson grass does not grow, that the inspector exceeded his authority in rejecting the oats, that they were afterwards shipped and sold in another restricted district in California without interference, that he was put to unnecessary expense for demurrage and for sending a man to California to straighten out the tangle and to dispose of the oats, that he should be reimbursed for all of these expenses in the sum of \$791.

It is the unanimous opinion of the com'ite that the defendant has failed to prove any rights to a counter claim. The com'ite must recognize the statement of the California Horticultural inspector, that the two cars in question contained Johnson grass, which fact gave the plaintiff the right to reject the cars, therefore the plaintiff should not be held responsible for any losses the defendant might have sustained, as it was incumbent upon the defendant to inform himself regarding the mixture of Johnson grass at the time of shipment.

The com'ite is not questioning the probability of the defendant's lack of knowledge that the shipment contained Johnson grass and no doubt the shipper was surprised to learn the true facts after the shipment reached destination. However, the loss resulting from the error or accident cannot rightly be imposed upon the plaintiff.

Furthermore, the defendant failed to show the result of the disposition of the two rejected cars, the third car that was diverted and the balance that was unshipped for which he evidently received a greater price than the price specified in the contract with the plaintiff, since it is proven that the market had advanced, therefore had he been sincere in his conten-

tion that he should be reimbursed for the above mentioned expenses, he should have made a statement showing to what extent he had benefited by reason of the higher market value of the amount on which he defaulted.

The plaintiff could have rightly bought in the total deficiency at that price, but waited until Nov. 3 before buying the second carload, which was bought at a less price and to the advantage of the defendant. The third carload was not bought in until Nov. 17, also at a less price than the market price on the day default took place.

The evidence shows that the total amount defaulted was 240,000 pounds; but the total amount bought in was only 182,400 pounds.

The com'ite decides that the plaintiff is not entitled to any loss on any portion not having been bought in, but is entitled to damages at the rate of 40½ cents a 100 pounds on 182,400 pounds, a total sum of \$738.72, and that the cost of the arbitration should be assessed against the defendant, and that the defendant's counter claim of \$791 be disallowed.

For failure to pay this award by the com'ite the O'Bannon Co. was expelled from the Grain Dealers National Ass'n.

Shipper Must Prove Corn Is Old Crop.

Turner-Hudnut Co., Peoria, Ill., plaintiff, v. Sheffield Elevator Co., Minneapolis, Minn., defendant, before arbitration com'ite No. 2 of the Grain Dealers National Ass'n, composed of Frank B. Bell, H. W. Reimann and E. H. Bingham.

On Oct. 18, 1923, the defendant sold plaintiff one car of old No. 2 mixed corn at \$1.09¼ net track Peoria loaded, Peoria weights and inspection, No. 3 corn to apply at market difference. Defendant tendered corn in car M. & St. L. 19846, B/L for which was dated at Minneapolis Oct. 22. On arrival at Peoria Oct. 31 corn graded No. 3 mixed, 16 per cent moisture; and plaintiff promptly advised defendant "Car 19846 inspects 3 mixed and is new corn shipped 4 days late; cannot accept on contract which is hereby cancelled, advise disposition."

To this the defendant replied asking plaintiff to accept another car of old corn then in transit which plaintiff refused to do. Car was then sold out for account of whom it might concern resulting in a net loss of \$434.54, for which amount the plaintiff makes claim against defendant together with interest from Nov. 12, 1923.

This corn was sold as old corn and defendant maintains that it was old corn, while plaintiff contends that it was new corn and that it could not possibly be old corn as it had 16 per cent moisture, while old corn at this season of the year usually contains from 12½ to 13½ per cent moisture. This com'ite must decide according to the preponderance of evidence, which indicates that there was at least some new corn in the car, therefore, the com'ite rules that it did not fill the contract and for that reason plaintiff was justified in refusing to accept the corn on contract and had the option of cancelling sale.

The wording of defendant's argument leads the com'ite to infer that he considered that the clause in contract "No. 3 corn to apply at market difference," gave him the privilege of applying new No. 3 corn, but the com'ite cannot approve of such a contention as the sale was old corn and only old corn should apply.

The question is also brought up as to whether plaintiff waived his rights of rejecting this car on account of lateness of shipment when he paid draft against B/L which was dated after the time of shipment had expired, without any protest to the defendant at that time. It is not necessary for this com'ite to decide this question as a decision is rendered on other grounds.

After carefully reviewing the evidence and arguments the com'ite decides in favor of the plaintiff for the full amount of the claim without interest, namely \$434.54, and assesses to defendant the cost of arbitration.

WINNIPEG, MAN.—Grain smuggling from North Dakota and Minnesota to Manitoba points is alleged by grain dealers. The Canadian price of wheat is several cents higher than the United States price, which has caused this condition. Grain smuggling is a yearly occurrence.

CHICAGO, ILL.—The International Grain & Hay Show will be held at the Union Stock Yards, Nov. 29 to Dec. 6. A list of premiums for the best exhibit of grain, hay and small seeds is being offered by the Chicago Board of Trade. The International Crop Improvement Ass'n will hold its meeting the same week, the definite dates have not been announced.

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Scab Enemy of Wheat and Corn.

After five years of careful study of wheat scab or head blight, under the direction of Dr. E. C. Stakman of the division of plant pathology and botany at the Minnesota Agricultural Experiment Station, Jean MacInnes and Raymond Fogleman report that in the United States the infection now ranks as one of the very destructive diseases of wheat and corn.

They say that in 1919 an epidemic of the disease in the wheat-growing regions of the United States caused a loss of about 5 per cent of the total wheat crop. In both 1919 and 1920 the same disease attacked corn, decreasing the yield by about 4 per cent. Severe attacks of scab have occurred not infrequently. According to the report of the Minnesota investigators, in technical bulletin No. 18 of the Minnesota Experiment Station, "Wheat Scab in Minnesota," there were "epidemics" of the scab in 1905, 1907, and 1915. The 1915 epidemic caused a loss of 5 per cent.

Disease Is Wide-Spread: The disease is widespread in Europe, Australia, and North America. It has been reported from practically all of the wheat-growing regions of the United States east of the Rocky Mountains, as well as from Utah and Oregon. In Canada it is most prevalent in the maritime provinces, Nova Scotia, Quebec, Ontario, New Brunswick, and Prince Edward Island. It was destructive in those provinces in 1919, and at the same time appeared in southern Manitoba and Saskatchewan. In Minnesota the scab has been most prevalent in southern, southwestern, and west central wheat-growing counties, though it occurs also in the Red River Valley. Marquis, the most popular spring variety, is peculiarly susceptible.

The symptoms of scab on wheat are most conspicuous on the heads. The disease may sometimes be seen soon after the heads have emerged from the sheath, though it may not become visible until much later. According to the bulletin, affected spikelets often seem to have ripened prematurely while healthy spikelets are still green. The glumes of the diseased spikelets, however, are usually pale and sickly, especially when they have been attacked while still young, and they may be partly covered with a varying amount of a white or slightly pinkish substance known as mycelium. They are often cemented together with a smooth pinkish, orange, or reddish incrustation. The number of affected spikelets in a head varies greatly. Only a single one may be affected or nearly all may be diseased.

The appearance of affected kernels depends largely upon the age at which the head is attacked. If it is attacked while still very young, practically nothing but the seed coats may remain and these are often covered with the whitish or pinkish mycelium. If kernels develop they are usually very small, much shrunken and can easily be crushed between the fingers. If the kernels become affected after they have developed to some extent they may be less shrunken but they usually have the same general appearance as the more badly shrunken kernels. When the disease attacks rye, barley, oats and grasses, the symptoms are similar to those on wheat.

Attacks Roots of Corn: When the disease attacks corn it affects the roots chiefly, causing what is known as root-rot. In 1919 a careful summary of the plant disease survey of Minnesota, made by the United States Department of Agriculture, showed a much higher average percentage of scab on wheat grown on corn-land than on wheat grown after either wheat, rye, or barley. This seems to be a common experience. Wheat on land which has just been in corn seems to fare worse than elsewhere. Perhaps this accounts for the fact that wheat scab in the United States is most prevalent in the corn belt. Its ravages are worse in Illinois, Indiana, Ohio, Kentucky and Tennessee, though it is found in the entire corn belt.

No Control Methods Yet: Satisfactory methods of controlling wheat scab are not known. The fact that the disease may thrive on so many different grains and other vegetation complicates the problem. Methods such as the burning of stubble, the cleaning of seed, and the rotating of crops, while they have helped, have not enabled the control of the infection.

Carriers Forbid Carbon Bisulphide.

The fumigation of cars of grain with carbon bisulphide makes it extremely hazardous for carriers to handle them. For that reason the Western Maryland Ry. has made a ruling against transporting cars of grain so treated. It reads:

It is the practice of grain shippers in some territories to use carbon bisulphide as a fumigant for the purpose of destroying weevil and moth in grain.

Carbon bisulphide (carbon disulphide or bisulphide of carbon) is a heavy, clear, colorless to yellow liquid, having a very offensive and characteristic odor. It gives off inflammable vapor at 0 degrees F. This vapor ignites at comparatively low temperatures, a spark or flame not being required, as the temperature of a low pressure steam pipe will ignite the vapor. For this reason it is one of the most hazardous inflammable liquids, and under certain conditions will cause explosions. Therefore, its use is attended with extreme hazard and in a number of cases of record, loss of property by fire, as well as loss of life, have resulted therefrom.

The hazards attending its use make undesirable the treatment of grain in cars with carbon bisulphide, and agents must not permit shippers and consignees to fumigate grain in cars by this method.

Grain Standardization and Inspection

Walter H. Mills, chairman of the Millers National Federation com'tee on grain standardization and inspection, submitted the following report to the officers, directors and members of the Federation at the semi-annual meeting held in the Hotel Sherman, Chicago, Ill., Oct. 8 and 9.

Since the April meeting several changes in the wheat standards have become effective. These changes were promulgated by the Sec'y of Agriculture without formal hearings preceding them, altho informal meetings were held on the Pacific Coast and at Minneapolis, at which the proposed changes were discussed by officials of the Bureau of Agricultural Economics and representatives of the grain and milling trades. Two of the changes only may be considered as of major importance to mills located east of the Rocky Mountains.

The first is the establishment of the grade "No. 1 hard spring." Spring wheat to be entitled to this grade must contain a minimum of 35 per cent dark, hard, and vitreous kernels and a minimum test weight of 60 lbs. per bu.; in respect to all other grade factors, the definition of this grade is identical with that of the No. 1 of the sub-classes dark northern and northern spring.

This grade was established undoubtedly to meet the demand of Montana growers for a premium spring wheat grade. Certainly there can be no objection to it from the standpoint of the miller, although it would appear unlikely to accomplish all that its advocates hope for it.

The second major change in the standards increases the maximum amount of white wheat permissible in the No. 1 and No. 2 grades of all sub-classes of both hard red spring and hard red winter; in the case of the No. 1 grades from 2 percent to 5 percent, and in the case of the No. 2 grades from 5 percent to 10 percent. Obviously this change constitutes a material lowering of the standards, and as such the then proposed change was vigorously opposed by all representatives of different branches of the grain trade at the Minneapolis meeting.

It was pointed out that such a change would be in direct opposition to the publicly expressed views of both the present Sec. of Agriculture and his predecessors in favor of high standards, and exposing the fallacy of hoping to obtain a better price for an inferior article by calling it by the name of a superior article. It is needless to say that this change is exceedingly disappointing and surprising as well.

BALTIMORE, Md.—The first full cargo of malting barley ever to clear from this port was 208,333 bus. shipped on the steamship "King City" on Oct. 18, headed for the United Kingdom.

Insurance Notes.

MATTOON, ILL.—The claim of Charles Anderson, Windsor, Ill., against the Windsor Grain Co. and the Integrity Mutual Casualty Co., of St. Louis, for compensation for injuries received while working for the grain concern, came before Arbitrator E. M. Sorrells, of St. Louis, Sept. 24. Anderson made claim against the insurance company for approximately \$1,285, alleging this was due on policy on account of injuries to his hand while he was at work in an elevator, owned by the grain company, on Nov. 12, 1923. Testimony showed he had permanently lost the use of his injured hand, this being corroborated by surgeons, who attended him. He alleges the insurance company refused to pay the claim. Arbitrator Sorrells has not yet made his award.

CHICAGO, ILL.—Regarding the defunct Associated Employers Reciprocal, of Chicago, for which a receiver has been appointed, the attorney-general of Texas has given an opinion to the Texas Industrial Accident Board, which administers the compensation law of the state that subscribes to a reciprocal exchange that state are liable to the injured employee after the treasury of the exchange has been depleted. Texas business men, who bought this form of insurance because it was cheap, now find themselves under a liability which many times what the premiums would have been in a reputable company. Cheap insurance is never likely to prove a bargain. There is a price level pretty well established for complete, dependable protection backed by valuable service. It is not the cost of the insurance, but what an insurance policy pays back in time of claim that measures the value of a policy. The company writing it must obviously charge a sufficient premium to meet the losses incurred and the expenses of running the business.

GALVESTON, TEX.—The largest cargo of wheat ever loaded at the Gulf, was loaded on the S. S. Manoceran recently. It consisted of 443,000 bush bound for Rotterdam, Holland. The grain was taken from the Grain Marketing Co.'s Sunbelt Elevator here.

Books Received

FIRE HAZARD of Elevators, Cereal and Spice Mills, a lecture before the Insurance Institute of America at New York, detailing the hazards of grain handling machinery and how to prevent fire and explosion of dust, has been published in pamphlet form by the author, Edward S. Inglis, general agent of the North British & Mercantile Ins. Co., New York.

HANDLING ROUGH RICE TO PRODUCE HIGH GRADES, by W. D. Smith, in charge of rice investigations, grain division, bureau of agricultural economics, covers the market problems of rough rice, classes of rough rice, grades of rough rice, common defects of the grain, milling difficulties caused by defects, handling to avoid common defects, getting rid of weed seeds, red rice, and other cereal seeds, and the prevention of damaged kernels, excessive moisture, and foreign materials. Farmers Bulletin No. 1420, U. S. Department of Agriculture, Washington, D. C.

FEEDING STUFFS REPORT 1923, by J. V. Kellogg, director-chief chemist of the Bureau of Chemistry, State of Pennsylvania, is a book of tabular forms showing the classification of samples analyzed by the department and summaries of deficiencies in those samples, average analyses and retail prices, key to tables, showing analyses of official samples, and chemical analyses and microscopical examinations of official samples. Included in the tables, in each case, is the name of the manufacturer of the feedstuff analyzed, his address, and the name of the product; also the name and address of the dealer from whom the sample was taken. General Bulletin No. 391, Pennsylvania Department of Agriculture, Harrisburg, Pa.

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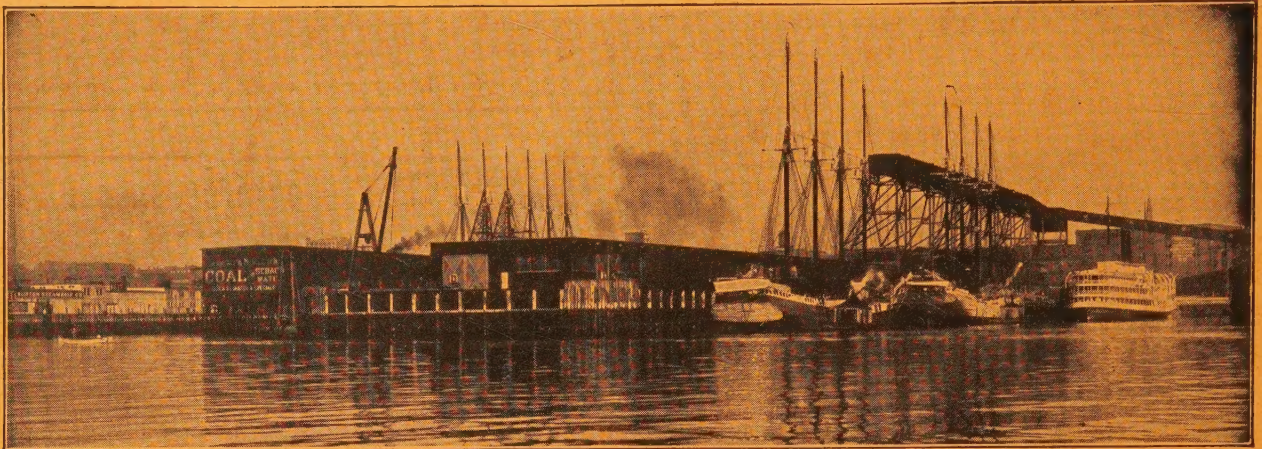
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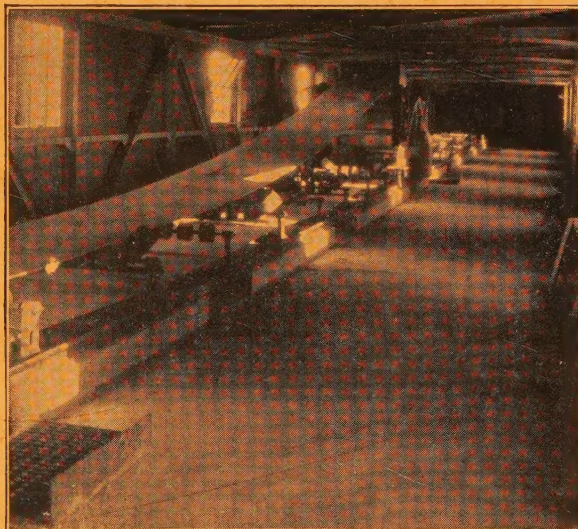


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